

BUS & COACH BUYER

6 MARCH 1998 | ISSUE 449

1993 DAF SB3000 VAN HOOL ALIZEE HE



SPECIFICATIONS

- ✓ ZF AUTO GEARBOX
- ✓ 51 RECLINERS + COURIER
- ✓ RADIO/PA/CASSETTE
- ✓ DOUBLE GLAZING
- ✓ DRINKS MACHINE
- ✓ CENTRE SUNKEN TOILET
- ✓ CONTINENTAL DOOR

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Telephone: (01909) 500822. Facsimile: (01909) 500165



1993 VOLVO B10M PLAXTON EXCALIBUR



SPECIFICATIONS

- | | | |
|--------------------------|---------------------|-------------------------|
| ✓ ZF 6 SPEED GEARBOX | ✓ VIDEO/MONITOR | ✓ WEBASTO |
| ✓ 47 RECLINERS + COURIER | ✓ RADIO/PA/CASSETTE | ✓ AIRCRAFT TYPE LOCKERS |
| ✓ RETARDER | ✓ DRINKS MACHINE | ✓ CENTRE SUNKEN TOILET |
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OR ANY OTHER USED VEHICLE PLEASE CONTACT:

USED VEHICLES

- 90 VOLVO B10MT VAN HOOL ALIZEE SH** 49R+C seats, video/monitor, radio/PA/cassette, driver's bunk, drinks machine, continental door, refrigerator and rear sunken toilet.
- 90 DAF LAG PANORAMIC ZF** gearbox 6 speed, 49 seats, retarder, video/monitor, radio/PA/cassette, driver's bunk, drinks machine, continental, refrigerator and centre sunken toilet.
- 91 SCANIA K113CRB VAN HOOL ALIZEE HE** GS772 gearbox, 49R+C seats, video/monitor, radio/PA/cassette, driver's bunk, drinks machine, continental door, refrigerator, centre sunken toilet and lapbelts to all seats.
- 91 KASSBOHRER SETRA INTEGRAL 215HD ZF** gearbox 8 speed, 49 seats, retarder, radio/PA/cassette, drinks machine, continental door and centre sunken toilet.
- 91 DENNIS JAVELIN BERKHOF EXCELLENCE 1000 ZF** gearbox 6 speed, 53R+C seats, radio/PA/cassette and lapbelts to all seats.
- 91 MAN JONCKHEERE DEAUVILLE ZF** gearbox 6 speed, 51R+C seats, retarder, radio/PA/cassette, drinks machine, refrigerator, centre sunken toilet and lapbelts to all seats.
- 93 SCANIA K113TRB VAN HOOL SH** GR801C/S gearbox, 49R + C seats, retarder, air conditioning, driver's bunk, drinks machine, continental door, refrigerator and rear saloon toilet.
- 93 DAF MB230LT VAN HOOL ALIZEE H ZF** gearbox 6 speed splitter, 49R+C seats, retarder, video/monitor, radio/PA/cassette, drinks machine, continental door, refrigerator and centre sunken toilet.
- 93 VOLVO B10M JONCKHEERE DEAUVILLE ZF** gearbox, 49/53+C seats, radio/PA/cassette, continental door, centre sunken toilet.
- 94 DENNIS JAVELIN 240 PLAXTON PREMIERE 3200 ZF** gearbox 6 speed, 51 + C seats, video/monitor, radio/PA/cassette, driver's bunk, drinks machine, continental door and rear sunken toilet.
- 94 SCANIA K113CRB BERKHOF EXCELLENCE 1000 GR801 C/S** gearbox, 51R + C seats, retarder, radio/PA/cassette, drinks machine, continental door, refrigerator, centre sunken toilet and lapbelts to all seats.

For details on more used vehicles see page 25



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- 1987 VOLVO B10M PLAXTON PARAMOUNT** 3500 53 reclining seats, TELMA, drop driver position, finished white with green/blue flash on sides. NEW M.O.T
- 1987 VOLVO B10M PLAXTON PARAMOUNT** 3500 49 reclining seats, toilet + exec. spec., finished cream/maroon/yellow. M.O.T NOV. 1998

DAF

- 1988 DAF SB300 PLAXTON PARAMOUNT** 3500 53 reclining seats, seat belts to all seats, finished grey metallic. M.O.T OCTOBER 1998
- 1988 BOVA FUTURA FHD** 49 reclining seats, toilet + exec. spec., finished grey/green/yellow. M.O.T MARCH 1998
- 1987 BOVA FUTURA FHD** 53 reclining seats, provision for toilet, seat belts to all seats, finished cream/maroon/yellow. M.O.T NOVEMBER 1998

SCANIA

- 1990 SCANIA K113 PLAXTON PARAMOUNT** 3500 49/53 reclining seats, toilet + exec. spec., SUTRAK AIR CONDITIONING, TELMA, seat belts to all seats, finished white/red/blue. M.O.T JANUARY 1999
- 1989 SCANIA K93 12M DUPLÉ 320** 52 reclining seats, toilet + exec. spec., finished silver/blue. M.O.T MAY 1998

SETRA

- 1987 SETRA S 215HR 12M MERCEDES OM422** 49 reclining seats, toilet + exec. spec., seat belts to all seats, SUTRAK AIR CONDITIONING, finished silver metallic. M.O.T MARCH 1998

DENNIS

- 1990 DENNIS JAVELIN 240 BHP PLAXTON PARAMOUNT 3200** 53 reclining seats, inertia reel seat belts to all seats, finished white/yellow/orange. M.O.T NOVEMBER 1998
- 1989 DENNIS JAVELIN PLAXTON PARAMOUNT 320** 53 reclining seats, seat belts to all seats, finished all white. M.O.T MAY 1998

LOOK! MARCH MADNESS SELECTED OFFERS

- 1993 VOLVO B6 CAETANO ALGARVE 9M** 35 reclining seats, seat belts to all seats, finished white/duo blue. **Only £60,000**
M.O.T OCTOBER 1998
- 1989 VOLVO B10M CAETANO ALGARVE** 57 fixed seats, finished all white. **Only £60,000**
M.O.T MARCH 1998
- 1989 VOLVO B10M CAETANO ALGARVE** 51 seater, toilet + exec. spec., finished all white. **Only £60,000**
M.O.T FEBRUARY 1998
- 1989 LEYLAND TIGER 260 12 DUPLÉ 320** 53 reclining seats, TELMA RETARDER, auto lube, finished cream/orange. **Only £40,000**
M.O.T NOVEMBER. 1998

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Alf Moseley Continental


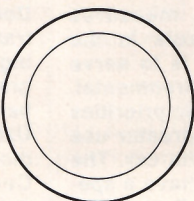
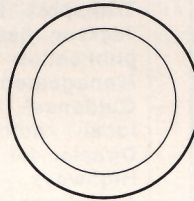
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News

Hardings acquire MTL Travel

Liverpool based Hardings Coaches have acquired the name and goodwill of MTL Travel. The deal includes all the MTL Travel forward bookings, freephone telephone numbers and current advertising for both MTL and Sightseers Tours. One of the former MTL employees has joined the staff at Hardings. Originally based in Birkenhead, Hardings is now run by Kerry O'Sullivan and

was purchased from the Harding family 15 years ago. It operates 24 coaches on the company's own tour and excursion programme.

MTL Travel was based in the MTL bus depot in St Helens and operated 12 coaches. These are not part of the negotiation and their sale is being handled through the group's Heysham Travel Services outlet.

Kenya Dragons for Manchester

Stagecoach Manchester is to operate 20 Dennis Dragons which were originally operated by the Group in Kenya. Stagecoach claim the vehicles proved unsuitable for operation in a combination of high altitude and high temperatures. They are being re-imported to the UK and the first pair are already undergoing modifications to make

them suitable for operation in Manchester. A spokesman for the company said it was likely that seating capacity would be reduced from around 100 to 90. He could not specify when the vehicles will enter service with the company but confirmed that usual policy was to use any new vehicle as soon as it became available.

New guidance on traffic management and parking

Transport Minister Glenda Jackson has announced the publication of 'Traffic Management and Parking Guidance' for the London local authorities, Traffic Director for London and the Highways Agency. These guidelines replace those drawn up in 1992 and establish a new framework of traf-

fic management measures and parking controls in the capital. Their aim is to serve a wider set of environmental, social and economic priorities and to encourage greater use of alternatives to the car. The new guidance will have a specific effect on the Red Route scheme.

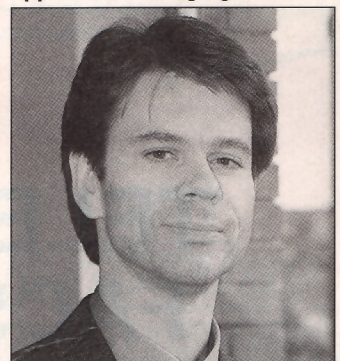
Go-Ahead profits

Profits at Go-Ahead Group have soared by 155% to £20.4m thanks to sterling performances, and an 11% growth in passenger revenue, from its Thames Trains and Thameslink rail franchises. Financial results for the interim six months to 31 December show turnover up 73% to £207.8m and adjusted share earnings increased 24% to 23.4p. The interim dividend of 3.0p is 40% higher than for the corresponding period last year.

Bus operations performed virtually in line with last year although the Group has paid substantial fines which were imposed over service cancellations brought about through a sudden exodus of drivers in London. Pay and conditions are now, it is claimed, matched with other similar operations and the situation has stabilised. Operating profit from the combined bus activities totalled £12.6m.

Go-Ahead appointment

The Go-Ahead Group has appointed David Brown, 37, as operations director for London Central and London General. He takes over from Martin Elms who retired in December. David began his transport career in 1983, joining London Transport as a graduate trainee. In 1987 he became operating manager at Uxbridge and in 1990 was promoted to general manager of CentreWest's Hanwell and Acton depots, later including control of Greenford and Alpertown. Upon CentreWest's acquisition of Beeline and London Buslines, he was appointed managing director.



David Brown, 37, operations director for London Central and London General.

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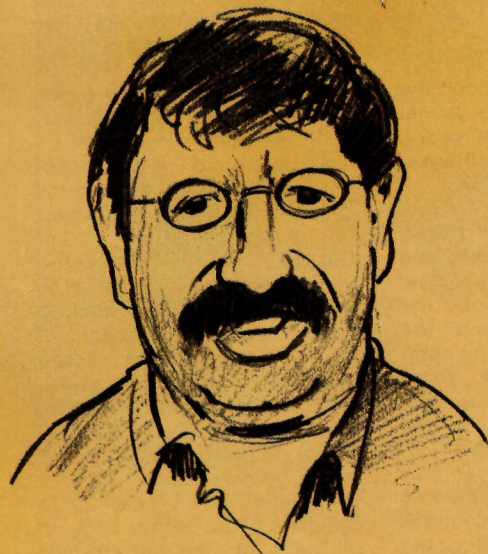
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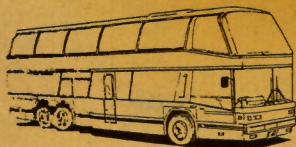
Have you seen these men?

They are wanted for questioning following a series of allegations regarding their business activities

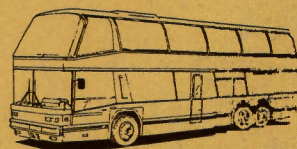
1. They have been selling parts for **NEOPLAN** coaches at prices below any other supplier in the UK. These prices have been consistently low & they have never attempted to lure customers with so called 'special offers' - having always being the most competitive
2. The service they give is considered to be their most serious offence as this level of service has never been seen at such a high standard ever before - They have insisted on a 24 hour, 7 day service with **free of charge** call outs!
3. It is alleged they stock over £100,000 of parts just for **NEOPLAN** coaches and in the unlikely event they haven't got the part you need - they get it for you within days.
4. Their customers are saying that their knowledge of parts for **NEOPLAN's** cannot be matched anywhere in the UK.
5. They not only stock chassis & body parts - they supply and fit Windscreens nationwide next day!

Should anyone have any further allegations or know the whereabouts of these two men then please telephone on the following number:-

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News

TwinTrack gets cool reception

New proposals unveiled by FirstGroup in Glasgow are alleged to have received a cool reception from the Government. Chief executive Moir Lockhead announced the Group's intentions to invest over £50m, over three years, in the 'TwinTrack' initiative, covering three cities - Aberdeen, Leeds and Manchester - with the possible creation of 1200 jobs and introduction of up to 500 new buses. He called on the Government to match the investment by providing ring-fenced funding for local authorities to develop the infrastructure to allow the scheme to function.

The TwinTrack term has been applied to indicate the partnership approach which is already being adopted between operators and local authorities but the scheme has been devised by a specialist Infrastructure Development Team which FirstGroup has funded to the

tune of £250,000. The result, claim FirstGroup, is an investment formula which will integrate resource financing and infrastructure investment to make public transport a far more attractive option than using the car.

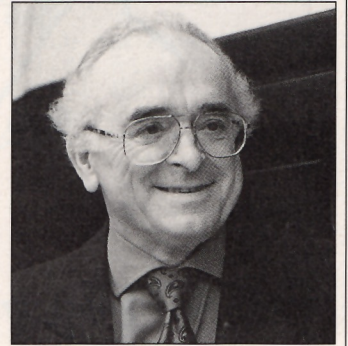
FirstGroup's proposals include 35 new buses for Aberdeen and 95 additional jobs, valued at around £6.5m. Aberdeen Council backs the scheme because with what is on offer, plus joint funding from the public sector of £13m, the scheme could accomplish in three years what would normally take at least five. In Leeds it is proposed to introduce 270 new buses, worth £27m, plus a £4m depot and create up to 730 new jobs. Some 80% of journeys into the city are currently made by car but research indicates the proposals would achieve a 19% decline in the figure over a period of three years. The proposals for Manchester

suggest the 160 additional buses would create 432 jobs from an investment of £20m.

Moir Lockhead said the industry was the Government's best ally in restoring a credible public transport system. He claimed that operators did not want hand-outs but help to get buses through congestion. The DETR response has been to 'welcome' the willingness of FirstGroup to invest in transport services - in support of ideas being considered in its forthcoming White Paper. Reports in leading daily newspapers indicate that, behind the scenes, Ministers are furious at what they consider to be a publicity stunt by FirstGroup. One view stated that if FirstGroup believed it could benefit through investing in improved services, it should go ahead anyway. Some also saw it as an attempt to avert the possibility of tighter regulation being imposed on bus operations.

David Thomas retires

After 23 years with Mercedes Benz, and nine years with Ford Motor Company prior to that, David Thomas is to retire. He joined the board of Mercedes Benz (UK) in 1983 as Director Operations, and was the first non-German to be appointed to the board of a major subsidiary. At the age of 62 David intends to spend more time with his family and his car collection, but he will also be offering motivational presentations based on his very considerable experience.



David Thomas.



News

Percy Lane acquire Overton from Henlys

Percy Lane, the specialist manufacturer of windows, doors, and other fabricated products to body builders, has acquired Henlys' Overton subsidiary. Based in Wednesbury, Overton produces windows, doors, roof hatches, locks and destination equipment for a number of transport markets. It employs around 100 people.

A statement from the

Percy Lane company, itself part of Heywood Williams Group plc, claims the new, enlarged business will be better positioned to serve the transport and prefabricated building markets. The combination will offer a one-stop-shop for the bus and coach industry and enable the development of an enlarged product range in all markets served.

Brighton Rally update

Coach Displays, organisers of the UK Coach Rally, report entries are continuing to pour into Rally HQ for the 1998 event. They also say that long-time supporter of the event, Michelin, will be celebrating its centenary this year and the company will be making special commemorative presentations to rally-goers at the gala dinner on Saturday

evening. This year's raffle is being organised by BEN, the motor industry benevolent fund. This will also take place at the gala dinner in the Stakis Metropole. Anyone seeking more information on this year's event or confirming their entry should contact the organisers on 0181 581 0049.



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95 (M) JAVELIN 240 — PREMIERE 320 53 seats, double glazed	£112,000
94 (M) MAN 18.370 — EXCELLENCE 1000 51 recliners, double glazed, toilet	£117,500
94 (L) JAVELIN 240 — PREMIERE 320 53 recliners, courier seat	£98,500
93 (K) DAF BOVA — FUTURA FHD 49 recliners, toilet, double glazed	£107,500
91 (H) VOLVO B10M — CAETANO ALGARVE 51 recliners, centre toilet, choice of 2	£82,500
91 (PP) VOLVO B10M — PARAMOUNT 3500 49 recliners, centre toilet	£82,500
90 (H) SCANIA K113 — PARAMOUNT 3500 49 recliners, toilet, boiler	£75,000
90 (G) VOLVO B10M — PLAXTON EXPRESSLINER 51 recliners, rear toilet	£79,950
90 (G) JAVELIN 240 — DUPLÉ 320 52 recliners, courier seat, toilet	£54,950
90 (G) MERC 0303 — PARAMOUNT 3500 48 recliners, centre toilet	£77,500
90 (G) DAF SB 3000 — CAETANO ALGARVE 50 recliners, rear toilet	£72,500
89 (G) LAG (DAF) — PANORAMIC INTEGRAL 49 recliners, centre toilet	£64,950
89 (F) VOLVO B10M — CAETANO ALGARVE 49 recliners, centre toilet, choice of 3	£69,500
89 (F) JAVELIN 240 — DUPLÉ 320 55 seats, power door	£49,500
89 (PP) DAF SB 2305 — CAETANO ALGARVE 49 recliners, centre toilet	£57,500
88 (E) DAF SB 2300 — DUPLÉ 320 57 seats, power door	£44,950
88 (E) VOLVO B10M — DUPLÉ 320 53 recliners, courier seat	£52,500
87 (D) LEYLAND TIGER — PARAMOUNT 3200 53 seats, power door, seat belts	£44,950
87 (PP) DAF MB 230 — CAETANO ALGARVE 51 recliners, centre toilet	£44,500
86 (D) DAF SB 2300 — CAETANO ALGARVE 49 recliners, toilet, power door, choice of 2	£38,500
82 (X) BEDFORD YNT — DOMINANT IV 53 seats, power door	£8,950

MIDI/MINIBUSES

94 (M) TOYOTA CAETANO OPTIMO II GL 21 seats, power door	£45,950
94 (M) TOYOTA CAETANO OPTIMO II GL 18 seats, power door	£44,950
91 (J) TOYOTA CAETANO OPTIMO II DL 21 fixed seats, power door	£29,950
90 (G) MERC 408D — COACHCRAFT 15 seats, manual door	£16,500
89 (G) MERC 609D — COACHCRAFT 21 seats, manual door	£16,950

Full list available on request



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VOLVO

1991 B10M PLAXTON PARAMOUNT 3200, 53 recliners, seat belts all seats, double glazing, adjustable footrests, ZF auto gearbox, exterior white/blue/red, interior brown/orange, MoT 2/2/99 **£67,500**
1990 B10M JONCKHEERE DEAUVILLE, 53 recliners, crew seat, seat belts, double glazing, peage window, radio/tape/PA, interior grey, exterior white/blue MoT 20/3/98 **£75,000**
1989 (Oct) B10M IKARUS BLUE DANUBE, 53 recliners, crew seat, double glazing, radio/tape/PA, fawn interior, exterior white, MoT 9/98 **£49,500**
1987 B10M VAN HOOL ALIZEE, 53 recliners, double glazing, side window blinds, Telma retarder, crew seat, grey/blue interior, exterior white, unsigned MoT 24/7/98 **£54,500**
1984 B10M VAN ROOIJEN ODYSSEY, 49 recliners, crew seat, rear sunken toilet, continental door, seat belts all seats, MoT 4/9/98 **£15,000**

DENNIS

1995 JAVELIN BERKHOF EXCELLENCE 1000, 51 recliners, rear sunken toilet, continental door, crew seat, exterior blue/white/gold, MoT 26/10/98 **£105,000**
1995 JAVELIN BERKHOF EXCELLENCE 1000, 53 recliners, double glazing, crew seat, rear continental door, exterior blue / white / gold, MoT 3/12/98 **£105,000**
1994 (M) JAVELIN BERHOF EXCELLENCE 1000, 51 recliners, rear sunken toilet, continental door, crew seat, double glazing, exterior beige, MoT **£100,000**

BOVA

1994 (M) FUTURA FLD CLUB, 53 recliners, crew seat, rear continental door, double glazed, curtains, grey interior, exterior white, MoT 8/12/98 **£97,500**
1994 FUTURA FHD, 53 recliners, crew seat, seat belts, rear continental door, double glazing, interior grey, exterior white, MoT 1/4/98 **£107,500**
1994 FUTURA FLD CLUB, 53 recliners, rear continental door, double glazed, seat belts, all seats, peage windows, radio/tape/PA, crew seat, grey interior, exterior white, MoT 20/1/99, one available n/w + one more due in **£95,000**

VIP'S

1990 VOLVO B10M JONCKHEERE DEAUVILLE, 32 recliners at 8 tables, crew seat, rear sunken toilet, rear kitchen with microwave oven, fridge, hot water boiler, optic dispenser, generator + mains supply facility, seat belts all seats, Suttrak aircon, radio/tape PA + 4 monitors, partitions, MoT 28/2/99 **£70,000**
1989 SCANIA K113 JONCKHEERE DEAUVILLE, 30 seats, 24 recliners at 6 tables + 6 at rear lounge, Suttrak aircon, centre sunken toilet, centre kitchen area with microwave, fridges, oven, optic dispensers, Telma, Webasto, generator + mains supply facility, radio/tape/PA + 4 monitors, splitter gearbox, MoT 29/3/99, one available now + one due in **£60,000**

SCANIA

1995 113 CRB IRIZAR CENTURY AIRCO, 49 recliners, crew seat, sunken toilet, continental door, boiler, fridge, Telma, comfort shift gear change, double glazing, MoT 26/1/99 **£127,500**
1995 113 TRI-AXLE IRIZAR CENTURY AIRCO, 51 recliners, crew seat, centre sunken toilet, continental door, boiler, fridge, Telma, comfort shift gearbox, double glazing, MoT 8/12/98 **£135,000**
1989 K112 PLAXTON PARAMOUNT 3500, 51 recliners, crew seat, double glazed, Telma, sunken toilet, centre continental door, fridge, boiler, splitter gearbox, fawn/orange interior, MoT 12/2/98 **£59,500**

MIDI COACHES

1994 SETRA S210H, 35 recliners, Mercedes engine, Voith retarder, crew seat, fridge, airco, full height rear continental door, seat belts, radio/tape/PA, cruise control, MoT 10/11/98 **£107,500**
1993 MAN 11.190 HOCLR CAETANO ALGARVE II, 35 recliners, crew seats, Suttrak airco, seat belts all seats, full height rear continental door, radio/tape/PA, MoT 9/10/98 & 19/2/99, choice of 2 **£72,500**
1990 MAN 10.180 CAETANO ALGARVE, 31 recliners (35 available), radio/tape/PA, full height rear continental door, crew seat, Peage windows, interior grey/red, exterior white/red/blue, MoT 30/1/99 **£53,500**

LEYLAND

1988 TIGER 290 DUPLÉ 340, 55 recliners, seat belts all seats, radio/tape/PA, Telma retarder, drivers fan, rear continental door, Cummins L10 engine, manual gearbox, grey interior, MoT 2/2/98 **£35,000**
1987 (E) TIGER DUPLÉ 320, 57 seats, seat belts all seats, power door, kerb window, radio/tape/PA, MoT 4/1/98 **£29,500**
1983 TIGER PLAXTON PARAMOUNT 3500, 48 recliners, crew seat, rear continental door, seat belts all seats, sunken toilet, interior fawn/brown/red, exterior deep cream/orange/green, MoT 16/12/98 **£19,500**

MINI'S

1997 LEYLAND DAF CRYSTALS CONVERSION, 16 seats, seat belts, radio/tape, grey/blue interior, exterior white, MoT 10/12/98 **£12,500**
1995 TOYOTA OPTIMO, 18 recliners, large boot, tinted windows, radio/tape/PA, curtains, interior grey/red, MoT 9/11/98 **£42,500**
1994 LDV 400 OLYMPUS COACHCRAFT, high roof, 16 coach seats, 3 point seat belts, luggage racks, radio/tape/PA/video/Monitor, tinted windows, grey cord interior, graffiti moquette, exterior beige, MoT 15/9/98 **£11,750**
1988 MERCEDES 609D, 24 coach seats, power door, rear boot, luggage racks, fawn/brown interior, MoT 8/5/98 **£8,500**
1987 (OCT) FREIGHT ROVER SHERPA CARLYLE, 20 seat + 4 standees bus, moquette seats, fawn/orange interior, exterior white, MoT 18.9.98 **£2,750**

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Alan Middleton 0370 735228/01509 852624

AFTER HOURS SERVICE: Mick Rust 0836 232800

Vehicle Focus

Marshall MAN 11.220

The bus sold in Britain today as the MAN 11.220H0CL has been around a lot longer than many operators may think. It was nearly 12 years ago, at the 1986 Frankfurt Show, that the 10.180 chassis was first exhibited.

At the time, MAN intended it to be the basis of a 9 metre coach or interurban bus with a rear engine, high ratio rear axle and a manual gearbox and only built it in left-hand-drive. It didn't seem to offer much potential in this market as British operators were only just at the stage of upgrading from first generation 'bread van' minibuses into coachbuilt 25-seaters and it would be a couple of years before Dennis took what seemed like a rash step in developing the fully-automatic Dart as a cross between a grown up minibus and a scaled down big bus, initially as a 9 metre 39-seater.

MAN began selling right-hand-drive 10.180 coaches in Britain from 1989, but its metamorphosis into a bus began the following autumn when Optare used the first ExpoCoach exhibition at Donington to announce its plans for a smaller cousin for its DAF-based Delta 11.8 metre citybus. The Vecta, launched the following year, turned this under-recognised chassis into a 10.1 metre supermidi.

Richard Noy, MAN's general manager of bus and coach operations in Britain, acknowledges that it was Optare which spotted the opportunity to use the 10.180, lengthened and upgraded to the 11.180 with a heavier front axle, as the basis of a product it could sell as a complete 43-seat vehicle. Its low emission 180hp, 6.9-litre D0826 LOH



One of Dart's MANs leaves Buchanan Street bus station Kilmacolm working.

engine, ZF 4HP500 automatic gearbox and air suspension made it a beefier alternative to the 5.9-litre Cummins-engined Dart and the inclusion of a retarder answered some criticism of early Darts' brake life.

But at £67,500, the Vecta was an expensive alternative to the Dart and Optare had little option but to promote it as a scaled down big bus, rather than a stretched midi. It took a long time to win decent-sized orders in

what then was a very depressed market, but sales began to pick up with North East Bus eventually taking 51 and Trent Buses buying 20. Reading Buses also found a role for it and there were other smaller successes among independent fleets such as Black Prince, Tillingbourne and Hutchisons, which liked the combination of long-life chassis and body. The move to Euro 1 engines led to a modest upgrade to the 11.190 chassis, while Euro 2 prompted development of the 11.220.

By then, Optare was developing its own lowfloor Excel and MAN was developing the supermidi on its own. Marshall began offering its Cromwell stainless steel body on the German-built chassis and this combination has so far secured orders for 25 from MTL London which operates 38-seaters on tendered services alongside some Vectas taken over with the R&I company in 1995.

To assess the current model's potential we've been talking to another recent convert to the 11.220, Dart Buses of Paisley, a company which, despite its name, hasn't got a single Dennis Dart in its fleet.

This is a fairly new company which has established itself quickly to become the second largest operator in the area after Arriva Passenger Services' Clydeside fleet. There are several Clydeside connections as managing director Alistair Mackie and operations director Cliff Thomson are both former Clydeside managers and company secretary George Watson twice served as general manager at Clydeside in the 'eighties



The MAN 11.220 is powered by a MAN D0826 LOH 15 Euro 2 engine rated at 162kW (220hp).



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VOLVOS

1993 VOLVO B10M PLAXTON PREMIERE, 46 reclining seats, servery, including coolbox, fridge, boiler, toilet, ABS, d/glazed, radio/PA

£89,950

1991 VOLVO B10M PLAXTON PARAMOUNT 3200, intercooler, ZF fully automatic transmission, 53/57 recliners with seatbelts, pannier lockers, double glazed, blinds, POD radio/PA, new test.....

£62,500

1990 G VOLVO B10M PLAXTON PARAMOUNT 3500, 51/53 reclining seats, courier, rear sunken toilet, demountable toilet / continental door, double glazed, radio p/a.....

£67,500 £64,000

1989 F VOLVO B10M PLAXTON PARAMOUNT 3200, 57 seats, pannier lockers, POD, radio/PA, clean

£59,500

1989 B10M PLAXTON PARAMOUNT 3500, 51 recliners, rear sunken toilet, d/glazed, PA ...

£58,500

1988 VOLVO B10M PLAXTON PARAMOUNT 3500, 49/53 reclining seats, courier seat, centre demountable toilet/continental door, radio/pa

£52,500

1988 F VOLVO B9M PLAXTON PARAMOUNT 3200, 35 retrimmed reclining seats, 2 tables, Pannier lockers, radio/pa, new repaint white

£50,000

1986 VOLVO B10M PLAXTON 11 METRE PARAMOUNT, 53 seater, retrimmed seats, radio/pa, POD, very clean.....

£45,000

1986 C VOLVO B10M CAETANO ALGARVE, 53 reclining seats, continental door, radio/pa...

£32,500

OTHERS

1995 N MERCEDES 814 PLAXTON BEAVER, 33 seat, racks, lights, blowers, POD, belts, boot, only 73,000 kms from new, absolutely mint condition

£52,500

1994 L DENNIS JAVELIN 240 PLAXTON PREMIERE 3200, 53 reclining seats, belts, d/glazed, radio/pa, white, only 157,000 kms from new, absolutely mint condition

£87,500

1994 L TOYOTA OPTIMO III, 18 seater, large luggage locker, radio/pa/tv, all white, immaculate, new test.....

£35,000 £32,500

1993 MERCEDES 711, auto classique, 23 seats, large luggage compartment access through rear doors, recent recon engine

£27,500

1992 J DENNIS JAVELIN 240, 11 METRE PLAXTON PARAMOUNT, 53 seater, power operated door, radio, belts, white, 185,000 kms from new, absolutely mint

£55,000

1992 J MERCEDES 811 PLAXTON BEAVER, 33 seat, belts, racks, POD, boot, white, low mileage, excellent

£37,500

1992 MERCEDES 814 OPTARE STARRIDER COACH, 27 Fainsa seats, power operated express doors, large boot, racks.....

£26,000

1991 H MAN 10-180 CAETANO ALGARVE, 32 reclining seats, courier seat, rear continental door, rear toilet, curtains, fridge, boiler, radio/PA, New test

£57,500 £55,000

1989 MERCEDES 709, dual purpose bus, 25 seats, belts, POD

£9,000

1989 NOV DAF SB 230 CAETANO ALGARVE, low driver, 49 reclining seats, courier, centre sunken toilet, radio/pa..

£39,500

1988 PP SCANIA K112 PLAXTON PARAMOUNT 3500, 49 reclining seats, courier, centre sunken toilet/continental door, d/glazed, TV, boiler

£52,000

1986 BEDFORD YNV CAETANO ALGARVE, 55 seat

£13,500

1985 KASSBOHRER SETRA 215HD, 48 reclining seats, centre sunken toilet, d/glazing, radio/PA etc, new test

£45,000

1984 P.P LEYLAND TIGER 245, Plaxton 2500, 48 retrimmed reclining seats, courier seat, raer sunken toilet, Webasto.....

£24,500

1984 MERCEDES 608, 18 seats, dual purpose bus, POD.....

£3,500

QUALITY COACHES REQUIRED FOR CASH

Vehicle Focus

and 'nineties.

It began operating in June 1996, competing in the highly contested Paisley market with a fast-growing fleet of secondhand Mercedes-Benz 608Ds. It reached a peak of 45 vehicles, all minibuses except for a coach, before reaching an accommodation with Clydeside last summer.

Clydeside bought a minority shareholding in Dart which cut its fleet to 32 vehicles and pulled out of the Paisley town service market, while Clydeside withdrew from the prosperous west Renfrewshire commuter towns of Kilmacolm, Bridge of Weir and Houston. There is regular liaison between the companies.

Dart has developed half-hourly motorway express services from these towns and from Linwood, near Glasgow Airport, into the city centre, as well as running stopping services from Paisley and Glasgow Airport through the west Renfrewshire towns. This is fairly good bus territory as a parallel rail service was replaced by buses in 1983, by which time public transport commuting was a reasonably well established habit. The towns are continuing to grow from a base of over 12,000 households last summer and Dart has been able to develop the routes to carry substantial numbers of office workers and students on the express services.

Last summer's changes prompted a radical change of vehicle policy as minibuses were too small for the motorway services. Leyland Tiger coaches were accompanied by over a dozen secondhand Mk1 Leyland Nationals, all of which have been re-registered with Irish plates and some of which have Volvo and Leyland 680 engines in place of their original 510s, but Alistair Mackie says they were always seen as a short-term measure. 'We knew that it was important to have an image of quality and we wanted to buy new buses.'

The quest began at local dealer Regal Coaches which had a stock of Marshall-bodied Darts for sale. Before committing themselves, Cliff Thomson and fleet engineer Douglas Mair went down to Marshall's factory in Cambridge to have a closer look at what was available.

'They showed us a Dart chassis and an MAN chassis,' says Douglas, 'and we felt that the MAN chassis

They borrowed MAN's Marshall-bodied 38-seat demonstrator for a couple of weeks. It had been operated



Originally operated by Thamesdown, this MAN demonstrator is now in the Dart fleet.

was superior. We felt that the larger engine would be more suited to motorway running and we liked the fact that it had a ZF gearbox

by Thamesdown Transport in Swindon - home of MAN's UK subsidiary - and it matched up to Dart's expectations, prompting an order



One of the Marshall bodied MANs loads at Buchanan Street.

and a retarder as we believed we would get better brake life from it. 'A lot of it looked easier to work on, with plenty of room round the back for normal routine servicing.'

for three with 40 seats. 'That was the number of new buses we had in mind,' says Alistair Mackie, 'but then we decided to buy the demonstrator. Marshall also had a fourth chassis which was



The driving position.

going to be built on spec and we went for it as well.'

There are a few detailed differences between the ex-demonstrator and the four bought new, notably with the electrics, which were behind the driver's seat on the demonstrator, moved under it to leave more room to hang a jacket. The interior trim also is to Dart's own specification, including a moquette design which matches one on a refurbished ex-Reading Leyland National.

'We require a lot of seats on these services,' says Cliff Thomson, 'and it's extremely difficult these days to buy a bus with a decent number. We can't carry standing passengers on the motorway services and luggage space isn't an issue.'

Seating capacity will determine whether Dart buys more MANs. It's currently covering five of its seven motorway duties with the 11.220s and wants two more new buses to cover the other two duties. 'We need 12 metre vehicles with 48 or 49 seats for these duties,' says Alistair Mackie, 'and we would like to have sight and demonstration of the new MANs coming on the market.'

Dart's directors liked what they saw of the East Lancs-bodied NL222 full lowfloor shown at Coach & Bus '97 last October and which is expected to go out on demonstration before long. They're also interested in the 18.220 being developed for Stagecoach and are encouraged that both have the same engine as their 40-seaters. But the Marshall-bodied lowfloor 14.220 being developed as a long term direct successor to the 11.220 holds less appeal because of its lower seating capacity. Alistair Mackie says vehicles like Stagecoach's Alexander PS-bodied Volvo B10Ms would be ideal commuter express buses in many respects, but the rapid move to lowfloor designs rules them out as a sensible long term investment.

'In terms of the markets we serve, we don't think that low floors are important,' says Alistair. 'Our peak time passengers are students and able-bodied adults and, if people can get to the bus stops on our routes, they can get on to the buses.'

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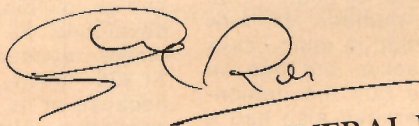
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Vehicle Focus

There are no designed road humps, but some of the rural roads are not well looked after.'

For equally practical reasons, they want a bus that is easily repaired. 'Double glazing is out,' says Cliff Thomson. 'And gasket glazing is essential because we do suffer from vandalism, with window damage especially in school holidays, with gangs of youths out in the evening. We also get seats ripped, and that's why, although we looked at individual seats at Marshall's, we felt they were not viable with the extra cost and likelihood of damage. It's a shame, really.'

The MANs are clocking up 3,000km a week, seven days a week, and the ex-demonstrator has now done over 160,000km since it was bought. They work hardest on Thursday, Friday and Saturday nights when hourly expresses run from Glasgow until 3.20am and a bus leaving the depot in Paisley at 5.30 in the morning isn't back at base until after four the following morning.

Cliff Thomson is impressed by how well they are standing up to being the company's front-line buses. 'They're very reliable and we reckon we're getting an average of 11 mpg which I believe is good for a vehicle on motorway work. The Tigers do 9 to 10 mpg and the Volvo-engined Nationals do about nine,' he says. Those figures are all better than the 510-engined Nationals which are confined largely to peak hour work on the motorway services.

'One of the MAN's has been fitted with a higher ratio diff - 4.11: 1 instead of 4.63: 1 - which means it can do 100km/h with the engine working less hard. It seems to be doing about half a mile per gallon better, but the diff was only fitted in mid-December and we want to run it a bit longer. If it works, we would probably have the others modified.'

The only significant problems have been rectified quickly by MAN and Marshall. 'The biggest problem on the bodies was that the wiper arms kept snapping, but Marshall has modified them with smaller blades and supplied replacement wiper arms free of charge,' says

Douglas Mair. 'They recognised that we had a problem and didn't just assume that it was our problem.'

MAN reacted with similar-

sidiary, it isn't bound by group engineering policy, but has been able to benefit from its wider operating experience. 'Clydeside put



East Lancs showed this MAN 11.220 at Birmingham last year and it is shortly to start demonstration work.

ly commendable speed when the retarders on the four newer chassis started blowing their solenoids. 'That was a batch problem

us in touch with North East Bus which had trouble with the engines on the 11.190 model,' says Alistair Mackie. 'But it turned out



The demonstrator had 38 seats although Dart's other deliveries were specified with 40.

and they replaced them,' says Douglas. 'They've cured every niggly thing that's cropped up and seem to take a note of it.'

Although Dart is part owned by an Arriva sub-

that they had their compressor gear changed because of problems with soft gears and they also had the air drier changed.'

In Dart's experience, MAN's aftersales support



The MANs have been bodied by Marshall and they share the same styling as the Marshall Minibus.

has been highly satisfactory. 'They've been very good right from the start,' says Cliff Thomson. 'It's done through truck dealers and all our first services and other work has been done by MAN Central Scotland in Bellshill which is open 24 hours and has been able to do our vehicles overnight. That means the vehicles are never off service.' MAN's service engineer also helped familiarise the company with the buses when they were first delivered.

Judging by what they say about the performance of the five 11.220s, MAN will be the Dart team's first choice for their next purchases provided a chassis is available with at least 48 seats. 'If we don't like what we see, we will go elsewhere,' says Alistair Mackie, 'but if MAN's attention to detail and standard of service continues, there will be no need for us to look elsewhere.'

Assuming that the company sticks largely to its lucrative patch, it plans to go on investing in new buses, putting them initially on the express services and cascading them on to the stopping routes as they get older. How many new vehicles are bought and how often they are replaced are questions the company considers almost every day. 'Ten years is the maximum period we would keep a bus,' says Alistair Mackie, 'but the option is there to replace at five years and keep upgrading more quickly. The issue with five-year-old buses is that they could be incurring the same engineering costs as a 10-year-old bus.'

'It depends also on tax and other issues at the time, but one to five-year-old buses have predictable engineering costs, while with older vehicles you start looking at major units like the engine, gearbox or back axles which are big money.' As he points out, five-year-old Dennis Darts are fetching around £50,000 on the secondhand market, so there is still a lot of residual value in that age of vehicle should Dart Buses decide to replace them at that point.

Overall then, although these are early days, Dart's experience suggests that the MAN 11.220 is a robust, reliable and economical 40-seater. It may not be the

Vehicle Focus



A Dart MAN at work in Glasgow.

commonest type on the road, but if aftersales support elsewhere in the UK is as effective as it is in west central Scotland, then anyone considering either this model or its 14.220 lowfloor equivalent should have little cause to worry. If the 18.220 and NL222 match up to these standards, then the breakthrough achieved with last year's surprise order from Stagecoach could be the beginning of bigger and brighter times for MAN in Britain.

**By
Alan Millar**

MAN 11. 220 SPECIFICATION

Engine: MAN D0826 LOH 15
Euro 2 rated at 162kW (220hp)

Gearbox: ZF 4HP500 four-speed
automatic

Rear axle: MAN HOY-0955-
HOCL model 3, maximum
permissible load 7,800kg

Front axle: MAN V7-42L,
maximum permissible load
4,200kg

Suspension: Air with four identi-
cal bellows

Steering: ZF 8097

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|----------------------------------------------------|---------------------------------------------------------|
| 1993 K MAN Jonckheere Deauville 51R, toilet | 1989 F VOLVO B10M, Plaxton 3500, 53R |
| 1993 K SETRA S215HD, 49R, toilet, air conditioning | 1989 F DAF SB3000, Van Hool Alizee, 49R, toilet |
| 1993 K DENNIS, Berkhof Excellence, 51R, toilet | 1989 F VOLVO B10M, Van Hool Alizee H, 53R |
| 1993 K VOLVO B10M, Jonckheere Deauville, 53R | 1989 F DAF SB3000, Plaxton 3500, 51R, toilet |
| 1992 K VOLVO B10M, Jonckheere Deauville, 53R | 1988 F DAF SB3000, Van Hool Alizee SH, 49R, toilet |
| 1992 J DAF SB2305, Plaxton 3200 DH, 53R | 1988 E VOLVO B10M, Plaxton 3500, 49R, toilet |
| 1992 J DAF SB2305, Van Hool Alizee DH, 51R, toilet | 1988 PP LAG, Panoramic, 49R, toilet |
| 1992 J DAF SB2305 DHTD Duple 320SL, 57R | 1988 PP BOVA Futura, 49R, toilet |
| 1990 G DAF MB230 LT, Plaxton 3500, 49R, toilet | 1988 PP DAF SB3000, Van Hool Alizee DH, 51R, toilet |
| 1990 G DAF SB3000, Van Hool Alizee SH, 49R, toilet | 1988 E VOLVO B10M Van Hool Alizee H, 53R |
| 1990 G VOLVO B10M, Plaxton 3500, 51R, toilet | 1988 E VOLVO B10M Van Hool Alizee H, 49R, toilet |
| 1990 G VOLVO B10M, Plaxton 3500, 49R, toilet | 1987 PP DAF SB2300, Plaxton 3500, 53R, air conditioning |
| 1990 G DAF SB3000, Plaxton 3500, 51R, toilet | 1987 D DAF SB2300, Van Hool Alizee H, 49R, toilet |
| 1989 G BOVA Futura, 51R, toilet | 1987 D DAF SB2300, Plaxton 3500, 49R, toilet |
| 1989 PP BOVA Futura, 49R, toilet | 1985 B DAF 2300 Plaxton 3200, 53E |
| 1989 F DAF SB2300 Van Hool Alizee DH, 51R, toilet | |

QUALITY LOW MILEAGE COACHES FROM OUR FLEET

- | | |
|-----------------------------------------------------------------------|--------------------------------------------------------|
| 1996 N DAF SB3000WS, Ikarus 350, 55R | 1994 L DAF MB230LT, Van Hool Alizee H, 51R, toilet |
| 1996 N DAF SB3000WS, Plaxton 350, 53R | 1992 J DAF MB230LB, Van Hool Alizee H, 51R, toilet |
| 1996 N DAF SB3000WS, Van Hool Alizee H, 51R, toilet | 1992 J DAF SB3000, Auto Van Hool Alizee H, 51R, toilet |
| 1996 N DAF SB3000WS, Van Hool Alizee H, 49R, toilet, air conditioning | 1992 J DAF SB3000, Van Hool Alizee DH, 51R, toilet |
| 1996 N EOS 90, 49R, toilet, air conditioning | 1990 G DAF SB2300 DHS, Van Hool Alizee DH, 51R, toilet |
| 1995 M DAF SB3000WS, Van Hool Alizee DH, 51R, toilet | 1989 F DAF SB3000, Van Hool Alizee SH, 53R |
| 1995 M EOS 90, 49R, toilet, air conditioning | 1989 F DAF SB2300, Van Hool Alizee DH, 53R |
| 1995 M DAF SB3000WS, Van Hool Alizee H, 51R, toilet | 1989 F DAF SB2300, Van Hool Alizee SH, 49R, toilet |
| 1994 L EOS 90, 49R, toilet | 1989 F DAF MB230LT, Plaxton 3500, 51R, toilet |
| 1994 L DAF SB3000WS, Van Hool Alizee DH, 51R, toilet | 1989 F DAF MB230LB, Plaxton 3500, 51R, toilet |
| 1994 L DAF SB3000WS, Van Hool Alizee H, 51R, toilet | 1988 E DAF MB230LT, Plaxton 3500, 53R, toilet |
| 1994 L EOS 90, 49R, toilet, air conditioning | |

BUSES FROM OUR HIRE FLEET

- 1997 P DENNIS DART, 10m Wrights Crusader, 39 Str, wheelchair and buggy
 1995 N/M DAF SB220, Northern Counties Paladin, 49 Str
 1995 M DAF SB220, Ikarus Citibus, 49 Str
 1992 K DAF SB220, Ikarus Citibus, 49 Str
 1992 J DAF SB220, Ikarus Citibus, 42 coach seats
 1997 P DENNIS DART, 10m Plaxton Pointer, 39 seater

Tel: 01274 681144

UK IMPORTER
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OPTARE

ALEXANDER

IKARUS

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SERVICE

VAN HOO

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EOS
COACH

PARTS &
SERVICE



PLAXTON

PARTS &
SERVICE

NC
Northern Counties

PARTS &
SERVICE

Ambitious OVI looks at UK

Of all the continental bus and coach markets, Spain probably has the greatest number of similarities with the United Kingdom. Most vehicles have a combination of separate chassis and bodywork. Until Spain became a member of the Common Market, high import duties largely protected the market for domestic manufacturers, of which Pegaso was the main chassis supplier.

Following entry to the Common Market, the tariffs came down progressively, so that all the major European chassis builders are now active in the market. Iveco took over Pegaso and has almost completely replaced the range. The domestic bodybuilding industry not only survived the fall in tariffs, but became much more efficient and therefore a major player in export markets.

Unlike the United Kingdom, over two thirds of annual sales are coaches, and one third buses. There are intensive bus services in the main cities, with quite large numbers of new low floor models, but rural services tend to be



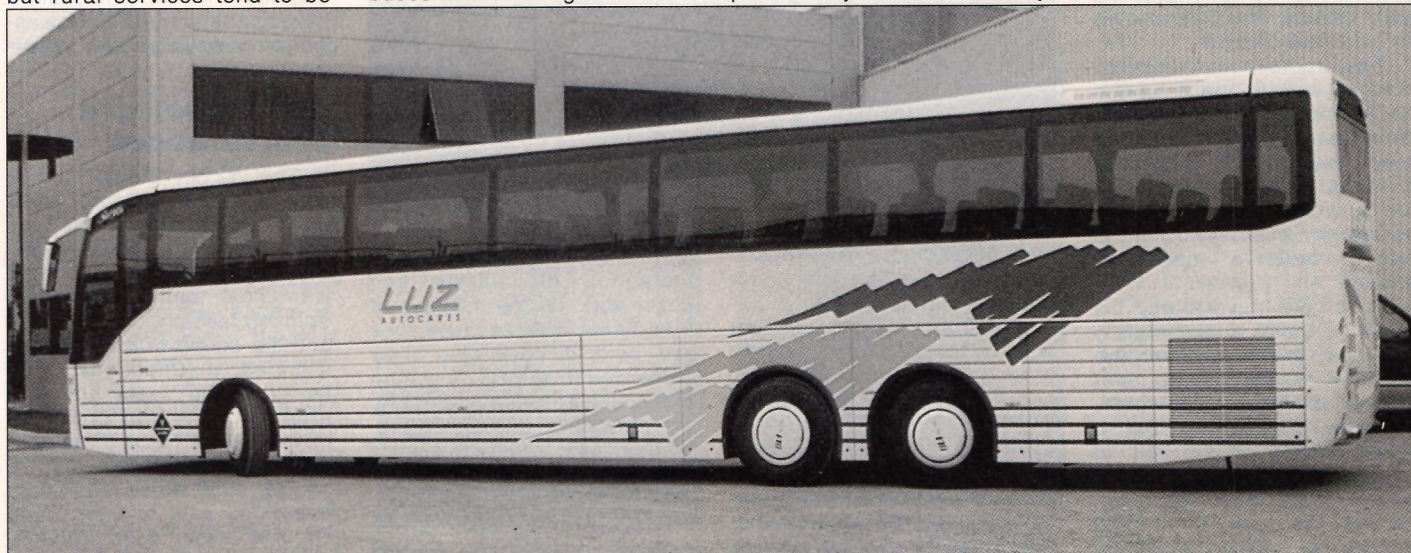
OVI's first 2.55m wide S'Agaro Royal body. The 'frown' looks much less prominent in the flesh than on this photograph.

operated by older coaches, which are no longer suitable for front line work. Castrosua and Hispano are the main builders of bus bodywork, but some of the others also have buses in their range.

It follows that most of the bodybuilders concentrate on luxury

coaches. The main markets are the tourist trade and a thriving express network, particularly across country,

where the rail network is poor. Government policies help to keep coach sales reasonably buoyant. New vehicles, up to five years old, are permitted to circulate on international work and anywhere



The first 15.0m Avantgarde outside the office block.

Manufacturer Focus

within Spain. After five years, coaches are generally restricted to services within the region. After ten years, they are restricted even further, and many at that age are switched to rural services. The Government is also considering a maximum age limit, probably fifteen years.

OVI

The main reason for my visit was to see OVI, which is a new name in the market, but with an old tradition. OVI stands for Omnibus Vehiculos Industriales. It is the direct successor to the long-established Obradors, but that name is no longer used.

Obradors was established over sixty years ago and was one of the largest builders in Spain. As sometimes happens in family firms, the later generations lacked some of the skills of management and innovation. Obradors ran into financial trouble on more than one occasion and traded under other names, including Givès and Fabus in recent years.

Six years ago, a modern factory was built at Manresa, about 60km north west of Barcelona, heading towards the foothills of the Pyrenees. There were further financial problems, resulting in a number of managers, headed by Jose Luis Mayoral, now the Managing Director, taking over the company nearly two years ago. No members of the Obradors family are involved. They still own Fabus which makes bodywork for smaller vehicles and also has the rights to the Prisma coach design, a rather blandly-styled vehicle, particularly by Spanish standards. That is the main reason why OVI created its own new identity.

The factory is approximately square and covers 12,000 sq m. There is sufficient headroom throughout to build double-deck bodies. It looks as though it could handle a capacity of up to 400 bodies per annum, but that is clearly quite a long way ahead.

Jose Luis Mayoral and his team have completely changed the way that the company works. The old company used to be, in his words, "artisanal", meaning that it relied heavily on the skill of craftsmen. The new organisation is much more technical, relying on jigs, tools and moulds to reach consistent

standards. For instance, when rear-engined chassis are cut in the middle to take OVI's own centre section, laser measurement ensures absolute accuracy.

The framework is in German ST44 square section steel tube, amply protected against corrosion. It also meets R66 rollover standards. The main side panels are stretched zinc-coated steel, with aluminium for the locker

ly supply workers who come into the plant to add their content to the bodywork. About 120 sub-contracted employees are regularly engaged in this way.

According to Mayoral this system works very well. As a young company in a highly competitive market, they have to watch cash flow. They are fully confident of keeping the core of 65 people fully employed, but the sub-con-

women hold many of the key posts in the company. They include the heads of production, quality, domestic and export sales, and also finance! In an industry where style and comfort rank high in the purchasing decision, women frequently have an eye for detail and co-ordination of materials.

Spain now accepts coaches built to the new European standard of 2.55m overall width. Since last October, it has also permitted rigid coaches to be up to 15.0m long on three axles. According to Mayoral, the new limits are a fashion. Some operators are taking them, while others prefer to wait and see. That means that he has to be able to offer both widths from the same jigs.

The principal model is the S'Agaro, named after a very attractive little town on the nearby Mediterranean coast. The wider 12.0m long version is known as the Royal and the 15.0m as the Avantgarde. Because the market currently demands both widths, OVI has cleverly introduced a very slight taper on the main entrance and driver's doors on the wider model, so that the front screen is standard. Jigs in the factory have been adapted to build to both widths.

When designing the wider body, OVI face-lifted the previous design and made a number of other detail improvements. The front panel has some attractive curvature, with the latest small round head and spot lights. The rear panel also has shape in it, and thought has been given to access on rear-engined models. The entire lower panel can be quite easily removed for major repair work.

Comprehensive Specifications

The 12.0m Royal comes with 55 Vogel recliners, while the 15.0m model has no less than 71 of the same seats. Surprisingly, none are fitted with seat belts. In typical Spanish fashion, only the face and the squab of the seat are trimmed in moquette. The backs of the seats are covered in a plain grey cord. The driver has a Recaro suspension seat. There is also a courier seat, which is the only one fitted with a safety belt. On the 2.55m wide version, the extra width in the gang-

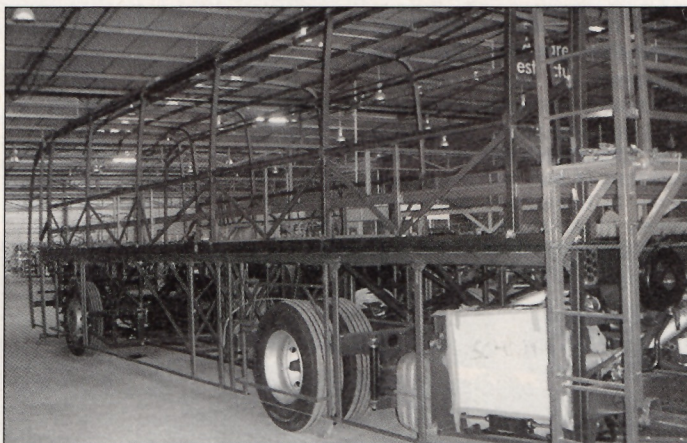


Looking down the 15.0m long Avantgarde.

doors and hinged wheelarch surrounds. Modern paint spray booths help to achieve an excellent finish. The whole plant has ISO9002 accreditation. Part of the new management's philosophy is to reduce delivery times and eliminate what it describes as

traced workforce can go up or down, depending on demand.

In Spain, the major chassis manufacturers make their forecasts for the year, then place orders of varying sizes with a number of body-builders. That means the cus-



The substantial framework is built in German ST44 steel.

"the traditionally unpunctual" habits of the Spanish body-building industry.

OVI has a most unusual way of working. The factory produced 120 bodies in 1997, and the target for this year is around 150. The total full-time staff, including management, is only 65, because the company relies very heavily on sub-contractors. They not only make quite a number of key components, but some actual-

tomers can pick up most permutations of chassis and coachwork in the market. It also helps OVI, because they are paid on delivery. Their sales team works alongside the chassis manufacturers to try to secure named orders, so there is normally a mixture of customer and stock vehicles going through the plant, but no stock for OVI itself.

I was surprised to find that young and well-qualified

Manufacturer Focus

way is quite noticeable.

There are three doors as standard, namely a power operated plug door at the entrance and a second halfway along the kerbside, which could serve as a continental exit on a right hand drive model. The driver has his own door with a heated and opening electric window.

Air conditioning and bonded double glazing are standard. Full draw curtains are fitted to the side windows. There is a full width blind for the screen, and blinds above the driver and main passenger doors. Under the racks, there are reading lights, hostess call buttons and neat little louvres which can be opened for extra fresh air.

The seating moquette is repeated on the roof which has two American Transpec emergency escape hatches. These are hinged and are not acceptable under current UK regulations. There are substantial wood cappings at window-sill level, above the laminated side walls. Ducted heating is also standard, as are the wiring and other facilities for a Webasto system.

The driver and courier each have a personal locker and their own microphones. The courier also has a flexible lamp which could be helpful for reading at night. A video is mounted neatly at the centre front and there is a second screen just ahead of the second exit. A radio stereo unit is also standard. A deep fridge is mounted in the dash and there are heated and electrically adjustable mirrors. Being Spain there are ashtrays everywhere, even on seats designated for non-smokers!

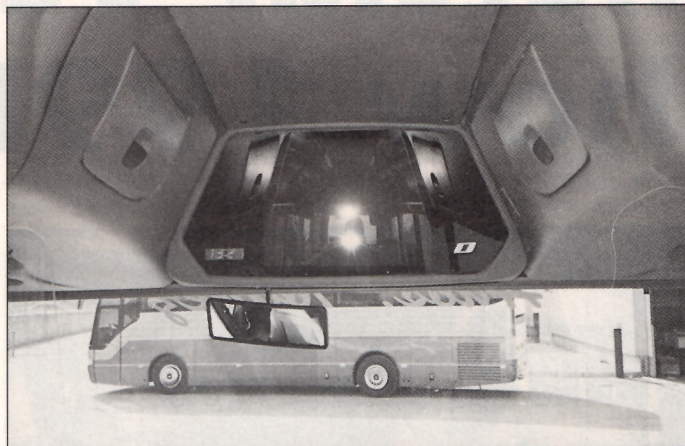
The steps and gangway were covered with a matting which looked rather cheap and would be totally impractical in a country where passengers could be getting on the coach with snow on their shoes.

Underneath, there is a large central luggage locker which is reached by power-operated pantograph-hinged one piece doors on each side. On the 12.0m Royal there is 9.0 cu m of luggage capacity in the main hold, and 12.0 cu m on the 15.0m. There are additional smaller lockers where the driver can keep essential parts and cleaning materials.

Attractive wheeltrims are standard and both the luggage and engine compartments are lit.

There were one or two niggles about the execution. There were some rather cheap fibreglass moulds which concealed the supports

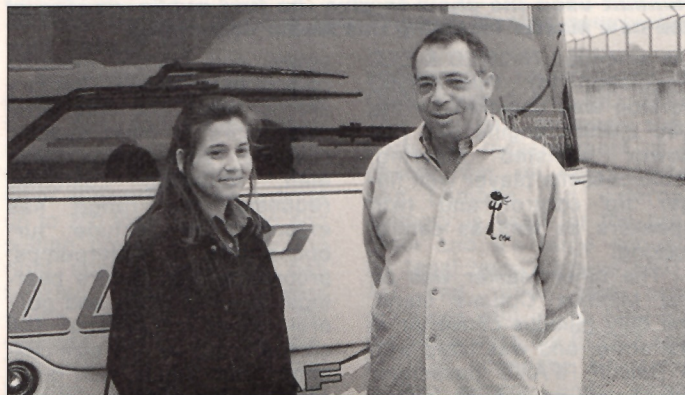
last saw about two years ago. The standard specification is not only comprehensive, but also very competitively priced.



The front mounted video was neat, but the clearance varied from 1mm at the top to over 10mm at the foot each side. Note the lockers for the driver and courier.

for the luggage racks. They looked as though they would soon become damaged, but Eva Sala, Export Manager, said they would be replaced by something more attractive and substantial.

For the UK market, seat belts would be obligatory. Eva Sala said that OVI can also offer a toilet, driver's bunk, aircraft style luggage lockers, soft-trim side walls, and a range of other extra



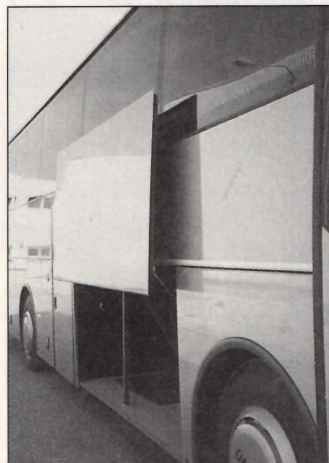
Eva Sala and Jose Luis Mayoral.

Overall, the general standard of finish was good and a substantial improvement on Obradors coachwork which I

equipment.

Road Impressions

We went out for a run in



There are large one piece locker doors each side.



Good access to the rear engine. The lower section can easily be unbolted for better access when heavier repairs are necessary.

the 15.0m DAF. The area around Manresa is quite hilly, but the roads are well-engineered. The big DAF engine drove through a ZF 8-speed synchromesh gearbox. It got up through the gears quickly and hung on to long uphill gradients comfortably in 7th and 8th gears. The engine was well insulated, because there was very little noise intrusion, even at the rear. The body was completely tight and free from any rattles, although there was some wind noise around the front. That was almost certainly caused by the unusual perforated-style air intake which OVI intended to modify.

OVI is keen not to be wholly dependent on the very competitive Spanish market. The previous company had quite extensive export activities, including the transfer of technology for a coach which is now built by MAN in its Turkish factory. An attractive interurban body is built on Renault's PR112 chassis for the French market, which took 25 last year, along with 10 coaches on FR1 chassis. Small numbers of coaches have also been sold recently to Bosnia and Croatia. There is also close collaboration with EuroCoach of Donegal on mid-sized bodywork on Mercedes chassis.

OVI has watched the success of some of its competitors in the British market and already builds on many of the chassis which are sold here. Eva Sala certainly has our market on her target list!

Among the more unusual vehicles in build were two specials for Alain Prost. They were being erected on Volvo B10MT chassis with bodywork to double-deck height. They will be fitted out as mobile office/hospitality units to attend Grand Prix circuits. All the specialist furnishings are being made by sub-contractors and the coaches are due to go on the road at the end of March.

The new OVI looks an interesting company. Jose Luis Mayoral plans to build 150 bodies in 1998 and grow the company steadily. It certainly seems to be heading in the right direction. Whether there is an importer ready to bring the S'Agaro to the British market remains to be seen.

**By
Doug Jack**

Show Report

Commercial Vehicle Show 1998

The 1998 SMMT Commercial Vehicle Show held at the National Exhibition Centre between 24 and 26 February showcased 236 exhibitors and was attended by 9,088 visitors, a 44 per cent increase over last year. Although the event is primarily for the van and truck market there was plenty of interest for the bus and coach industry as well, particularly on the engineering side. With so many stands it was not possible to get around everybody, but some of those which caught the eye of B&CB are detailed here.

A new Master

Renault used the show to give the first UK public viewing of the new Master van which will be covered in more detail in a later edition of B&CB as a minibus conversion. Available in 27 versions it is a completely new model which comes with a new gearbox and 2.8 litre dTi engine with direct injection as an option. The modular design allows for a range of different wheelbases and heights.

Power comes from a choice of two Iveco diesel engines. The S8U for the 2.5D, is a naturally-aspirated 2.5 litre while the other, the S9W for the 2.8 dTi version is a 2.8 litre turbocharged unit featuring direct injection. The S9W unit is completely new and is a four-cylinder 2,799cc engine. It develops an output of 84kW (115PS) at only 3,600rpm and has a torque output of 260Nm (27.1mkg) at 1,800rpm. Both engines drive through a new PF1 five speed gearbox.

Two Master minibus conversions were at the show. Renault showed a Mellor conversion, based on a vehicle that came with factory finished glass. It incorporated the Mellordec floor system and had been successfully tested on M2 double and M1 single removable seats as well as certified for M2 vehicles to EEC Directive 76/115



Renault used the show to give the first public viewing of the new Master including this Mellor conversion.

(as amended 76/38/EC & EEC Regulation 14). This LM35D version was powered by the S8U 2,499cc engine and had power assisted steering, radio/cassette player with finger tip control and twin speakers as well as central locking.

The other Master was on the Minibus Options stand, the only minibus converter at the show, and was fitted with a Ratcliff RFA302 passenger lift as well as a flush folding step. Whaley Bridge based Minibus Options specialises in custom built wheelchair accessible conversions on Ford, Peugeot, LDV, Volkswagen, Renault and Mercedes. In business since 1986 the company supplies local authorities, national and local charities, dial-a-rides, schools and private individuals and is certified to BS EN ISO9002.

On the vehicle

Both Deutz AG and Gardner Avon had stands at the show with the latter offering complete units and individual parts for Leyland as well as Gardner products. The Direct Parts' stand had an extensive display of components on display. The business was formed in 1993 to distribute service exchange

power and manual steering components direct. Factors are not used, and only three distributors to meet specific customer requirements. Since then, following customer requests, the range has extended to include turbochargers, waterpumps, propshafts, UJs, centre bearings, steering joints and general vehicle components. The company supply any size customer from Stagecoach down and has a fleet of five vehicles making deliveries across the country from its Leek base.

Webasto Thermosystems

was promoting its new Airtop 3500 and 5000 blown air heaters. Both are to the same compact dimensions with the 3500 (3.5kW) heater requiring an 80mm outlet, the 5000 (5kW) a 90mm outlet. Webasto believes the units have the lowest draw on battery power in the industry, are fully serviceable and are more reliable and quiet. The 5000 represents a new output rating for the company and is well suited to midicoach applications. Like the other units it comes suitably protected so that if it is mounted under a vehicle there is no risk of damp getting in. A blinking light on the driver's control button allows fault diagnosis. Eberspacher, which launched its Hydronic range of water heaters last year, was also at the show exhibiting its established range of hot air and hot water units.

Capital Rubber was displaying its Cats Whiskers spray suppressant range. An increasing number of bus and coach operators are seeing the value of the companies products, not least because it keeps side mounted advertising clear. Around £200,000 of business annually comes from the PCV side of the industry. Northern Counties was amongst the first to take up the product and Capital Rubber has just taken an order from Plaxton for units to be fitted to 80 vehicles in build for FirstGroup. Originally developed for a Swiss company, the whiskers for Plaxton will stick out at an angle so that they do not foul turning wheels. Rubber Extrusions are increasingly replacing aluminium housings on Cats Whiskers to give a tighter fit onto wheel arches before being bolted into place.

Proximity has found a growing market, particularly amongst coach operators, for its 7B driver's audible rear sensing system. Activated when reverse gear is



One of Stertil Koni's new ST 1072 hydraulic column lifts.

Show Report

engaged, a slow intermittent bleep indicates to the driver that nothing is close behind. As an object is approached the bleep gets faster until it becomes a continuous tone. New for the show was the TouchStop pressure sensitive Bumper Bar. Particularly appropriate for trailers, a Santoprene thermoplastic rubber bumper bar cushions the impact and signals for automatic brake application. Also on show was Backbeep, a simple reversing beeper available as a standard or louder unit to suit vehicle size and priced at £15 or £20 respectively excluding VAT.

Mastervolt was showing its Whisper 4000, a compact diesel generator designed primarily for hospitality use when the vehicle is standing idle. The Whisper range includes 4, 6 and 8kW models and sound capsules are available for noise reduction as well as a range of installation accessories.

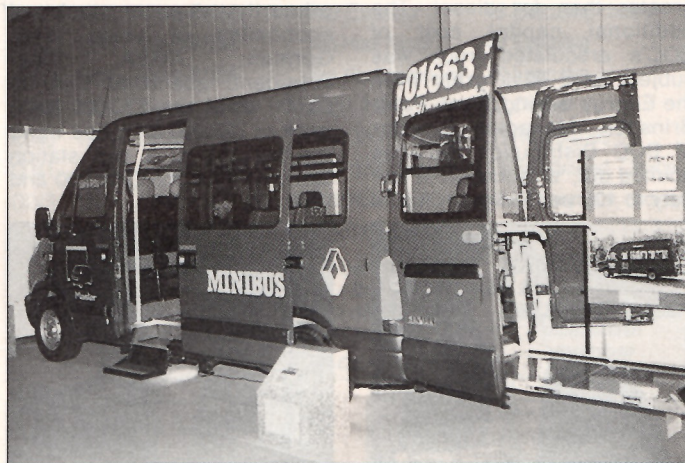
In the garage

Column lift manufacturers were exhibiting in force. Somers Vehicle Lifts was showing its SVL2000e unveiled last year while new for the show from Steril Koni was an updated version of its hydraulic mobile lifts, the ST 1072. Each column is equipped with its own control box giving fault diagnostics and it's now possible to raise two opposite columns in pairs. Thus the ST 1072 can be used to remove an axle for repair or replacement. Lifting capacity is 7,200 Kg per column and the company believes that the speed of operation that comes with the ST 1072 can give significant operational savings. With a lifting/descend speed of 1500 mm per minute, they say it's the fastest mobile lift in the world today. On costs, they claim that with an average of four lifts a day the savings on three phase power consumption can be between £500 and £600 a year. With an engineer's time costed at £30 an hour, and operating for five days a week, the savings on man hours are worth around £1,200 a year.

Phil Stockford Garage Equipment is the sole UK concessionaire for IME-Autolift GmbH of Bavaria and was showing examples of its column lifts as well as a new hydraulic lift table which they believe is the cheapest on the

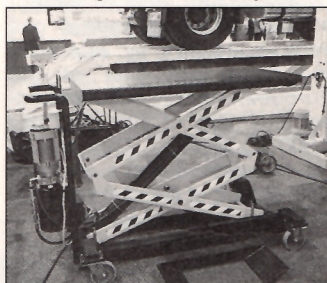
market. It's ideal for taking gearboxes and engines down to floor level and back from a raised vehicle.

On the Overton UK stand it was possible to see examples of the Back Buddy, designed to allow the easy lifting of brake drums or hub assemblies without causing back injuries. Also on show was Clever Lever a simple but effective tool for removing and replacing wheels and tyres.



Minibus Options showed this Renault Master conversion with Ratcliff lift.

Blackhawk Automotive was promoting its Power Cage truck bus and trailer repair system for chassis realignment and measuring. Using laser alignment it can provide up to 250 tons of pushing and pulling power to exactly the right spot through ten ball bearing mounted towers which revolve a full 360 degrees around the vehicle. The company said that pull heights up to 3.4 metres above the main beam allow for full height repairs. A cab bench provides secure anchorage and realignment



Phil Stockford Garage Equipment had a new hydraulic lift table on display.

through model specific brackets.

In similar vein Chief Automotive has the TT31 EZ Liner designed to handle virtually any large vehicle

including buses. Providing 160 tons of simultaneous pulling power capacity, and operated by two push button remote controls, up to 14 individual pulling points can be planned 360 degrees around the vehicle using ten towers as well as four portable hydraulic rams.

Sun Electric UK was exhibiting its diagnostic gas analyser, the DGA1000, which can be used for kerbside emissions tests and meets the

cleaners while from sister company Nilfisk there were examples of its vacuum cleaning machines. Of note were two new models. The IW 1040 can pick up fluids and wet debris as well as dry materials with an optional dry filter. The more powerful IW 2050 is designed for more heavy duty requirements and can pick up metal particles, oily cuttings, coolant spills and, says the manufacturer, fluids in deep sumps.

Monitoring and procedures

Lucas Kienzle, suppliers of tachographs, was demonstrating Fleetlogger, currently aimed at the fleet car light commercial vehicle market, which is an on board computer that logs start and stop times, driver activity in five different modes, driver identity, top and average speed as well as time spent idling, harsh braking, distance driven and accident data.

Tachograph analysis is one of the services offered by Novadata who have established themselves in the HGV market and see growth potential with PCVs. As well as driver's hours law and tachograph training, they run driver development and courtesy training courses and can advise on maintenance systems. Novadata also has accident investigators who are registered in the Law Society Register of Expert Witnesses. Investigations can include site surveys, reviews of witness statements, post accident data assessment and analysis of possible calculation of vehicle speeds.

The Vehicle Inspectorate had a stand at the show and was promoting its range of publications and videos. Check it Out (Bus & Coach Driver) is a video detailing checks that a driver can make around his vehicle while MOT Matters (Sitting Safely PSV) looks at seat belts. A range of courses are regularly held in London, Manchester and Livingston and cover such aspects as driver and vehicle operation, roadside checks, PSV inspection procedures and standards as well as preserved buses. Operators with sufficient facilities can have courses held at their own premises.

**By
Andy Izatt**

performance requirements of OIML class 1 and ISO 3930. The standard software supports the measurement of 4 gases, rpm, oil temperature and Lambda. An external memory is used for the program and it's large enough for legal tests such as MOT, AU and other test programmes with limits. New for the show were the ECO12 and ECO134 economy air-conditioning service units which have evacuation, recycle and recharge functions. Weighing scales are microprocessor controlled and the units have an LCD screen and control lights to monitor the processes.

Also on the stand were the SAC1600 and SAC1900 Sun Alignment Centres. Features on the SAC1600 are graphic/digital meters with zoom mode, six-inch handheld LCD display, six-sensor optical measurement system, operation via any of the sensor heads, full menu driven program interface and integral alignment software. The SAC1900 has a menu-driven alignment program, integral CD-ROM drive and alignment software as well as 14-inch SVGA colour monitor.

Amongst the cleaning suppliers Gerni was showing its range of wet and dry pressure

Alternative Fuels

Natural Gas plea

The Natural Gas Vehicle Association organised a briefing on natural gas vehicles at the Palace of Westminster on 26 February in an attempt to highlight the 'green' credentials of natural gas to the Government. As Lord Redesdale, President of the NGVA, pointed out in his opening address, it is a question of 'looking at practical solutions.'

BOC experience

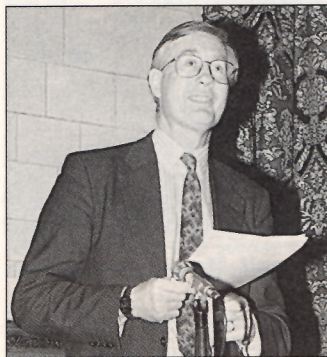
Sam de Beaux, Transport Manager of BOC Distribution Services gave the audience the benefit of his operational experience of working with natural gas vehicles. There had been very good driver acceptance of the company's first rigid lorry, nicknamed the Hindenburg by staff, and developed in 1992 in conjunction with a consortium of UK businesses which included ERF, Varsity Perkins and Marks & Spencer. This was followed in 1995 by a 38 tonne articulated truck which he believed was the first in Europe and this had proved to be very reliable. It was also much quieter and Sam highlighted the advantages this gave when making deliveries to stores at 3 o'clock in the morning. This in turn helping to reduce road congestion during the day.

Ten trucks powered by liquefied natural gas were recently unveiled by BOC and are the first articulated lorries running on LNG in Europe. A natural gas filling station has been constructed at Hemel Hempstead and the trucks will serve Marks and Spencer stores in central London. 'Data collected from the trials showed that natural gas offers a step change in emission levels, with all pollutant levels reduced, except total hydrocarbons. The fleet of ten LNG powered vehicles alone will offer an annual reduction of 70.5 tonnes of NOx and five tonnes of particulates,' Sam concluded.

He estimated that the additional capital cost on BOC's first articulated natural gas powered truck had been around £20,000. Depreciation was also a factor because of the limited resale value of the vehicle. He also recognised

that there could be a reduction in engine efficiency of between 5 and 22%, although a figure of between 10 and 15% was more typical. However there was no maintenance penalty.

Total life costs must be no greater than for diesel. The additional capital cost of BOC's articulated truck was subject to a 50% grant from the Energy Saving Trust. Peter Brinsden, Managing Director of BOC Distribution Services pointed out, 'a reduction in fuel duty to 10p per kilogram would



Michael Meacher.

mean that the total life cost of an LNG would be no greater than that of a diesel.' 'While fuel duty in the UK on natural gas has reduced by 25%, it is still 2.5 times higher than the EU minimum,' added Sam. Excise duty concessions would also be a benefit as would exemption from Construction & Use regulations. A technical solution has been found. Now it is up to the Government to make the economics stack up.

NGVA's view

The NGVA argued that natural gas vehicles offer significant reductions in both regulated and unregulated emissions compared with petroleum based fuels, and that the technology is available now. Worldwide there are around 1,200,000 natural gas vehicles and studies in the US suggest that this figure could grow to 20,000,000 by 2025. The use of natural gas is most appropriately directed towards commercial vehicles operating in urban environments. A strong home market would provide the platform for companies to invest and develop giving the industry the opportunity to take a significant

share of future world sales. Economics are key to fleet operators investing in cleaner technology, point out the Association. The cost of natural gas vehicles is higher than conventional petrol or diesel primarily due to lack of economies of scale. Tom Gorman, NGVA Vice-President, quantified this as £3,000 for a car, £10,000 for a truck or £20,000 for a bus while the building of a gas station can cost between £200,000 and £500,000.



Sam de Beaux.

For the market to grow, the manufacturers and operators need to have confidence that the financial benefit is real and will be sustained. NGVA would like the Government to consider the fact that as long as the industry is small, the burden of additional costs will continue. Given the benefit to the environment, the social and economic impact of new wealth creating activities, jobs and skills, the Association called on the Government to back a strong UK-based natural gas vehicle industry by establishing road fuel duty at the European Union recommended minimum of 100 ECU per 1,000 Kg (8p/Kg). This should be maintained for a sustainable period of six years to help the industry develop and vehicle manufacturers to introduce NGV versions. Company car drivers should be relieved of the 'benefit in kind' burden associated with the extra capital cost and there should be incentives to encourage take-up in the fuel scale charge. The technology exists to allow refuelling to take place at home. A domestic VAT rate for home refuelling could encourage this and go some way to

offset the lack of infrastructure currently available.

The NGVA maintained there should also be special provision for public service vehicles to encourage operators to invest in NGVs. The Association would like to see the introduction of a grant covering 50% of the differential capital costs of purchase of a gas bus compared with traditionally fuelled buses. The Government should also review the weight penalty on vehicles to allow for the additional weight of high pressure cylinders, it claimed.

Key speaker at the briefing was the Environment Minister Michael Meacher MP who recognised that natural gas was one of the fuels of the future, meeting the needs of transport managers and the environment. 'We are all looking for win win situations,' commented the Minister. Virtually all new vehicles used by the Government car service will be able to run on gas and it's a lead which he hoped would be followed by others both in the public and private sector. It is the role of the industry to look at funding infrastructure and making the technology reliable and practical. The Government should be stimulating the take-up of cleaner fuels. Measures have already been taken in last June's budget including the freezing of duty on gases. Through the Energy Savings Trust's Powershift programme help has been given in funding over 500 vehicles, mostly in the last year.

The Minister underlined the importance of air quality and the contribution gas powered vehicles can make in urban areas. CNG was not a complete answer but was quieter and less noxious. The Government's White Paper on integrated transport was due in the spring/summer. The consultation process which had started last August had generated more than 6,500 replies, many of them detailed submissions and the environment was one of the issues raised. 'There is no better time for cleaner vehicles than now,' he said.

By Andy Izatt

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1983 VOLVO B10M PLAXTON 3500, 49 rec, d/g, belts, WC, video, hot drinks, Telma, MoT Nov 1998

.....£30,000

1984 VOLVO B10M PLAXTON 3500, 49 rec, d/g, belts, WC, video, hot drinks, MoT Feb 1999£30,950

Both vehicles excellent condition, owned by us from new
Tel: 01239 613756
or 01239 820751

RICHARD BROTHERS

CARDIGAN

BCB/449/2510/FC



1989 LEYLAND TIGER

Plaxton 3200, Cummins L10 engine, seat belted, 53 recliners, ABS, Telma, d/glazed, toll window, ferry lift, variable speed control, supplied with new MoT

£50,000 ono + VAT

No sensible offer refused

01202 576645

BCB/449/2211/FC

• FORECOURT •

MINIBUSES

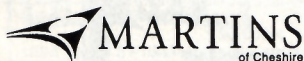
1987 MCW METRORIDER, 23 seats and standees, Cummins engine/power steering / power door, new MoT,Choice of 2



1989/90/91 LEYLAND SHERPA, Carlyle Mk II bodywork, 20 seats, service spec, Only 1 remaining Reduced to clear.....£1,000 + VAT



1978 BRISTOL VRT SL3, ECW bodywork, low height, single entrance, Gardner engine, 5 speed semi-auto gearbox, 74 seats in either vinyl or moquette trim, direct from service, good MoT's, choice of 4
1978 DAIMLER FLEETLINE, Park Royal Body, single entrance, Gardner engine, 76 seats, new MoT, 1 only



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1995, air con, 49R, toilet, tea and coffee machine, fridge, ZF auto gearbox, ABS, TV, video, driver's bunk, radio/PA/cassette, MoT April '98.

P.O.A.

Tel: 0181 896 1642
or 0370 882751

BCB/449/2747/FC

1983 VOLVO B10M JONCKHEERE, 49 seats, sunken WC and washroom, MoT Feb '99, curtains, wired TV and video£18,000
1982 DAF HB 200 11.6 PLAXTON, 49 seats, rear WC and washroom, MoT July '98.....£8,000
1978 VOLVO B58 PLAXTON, 53 seats, MoT July '98.....£5,000
1988 MERCEDES 811D, 27 high back seats, MoT June '98.....£9,500

All plus VAT
Possible p/x

Finance can be arranged
Tel: 01495 718 108

BCB/449/2985/FC



M 95 Merc 24 seater coach

34,000 miles only

Yes, only 34,000 miles from new. Originally supplied by us to a very prestigious user. Lux seats and trim, power door, skirts etc. This is the best around. Original Merc. coach spec with rear boot

£34,995 + VAT

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0121 502 2252

BCB/449/2254/FC

MAZDA E2200D (91) HOWLETTS

Hi-roof luxury conversion, 13 seats, tinted glass, metallic paint, carpeted, MoT to March '99, taxed Sept, 4 point belts

MERCEDES 608D 83 (PP)

21 full size seats, full soft trim, racks, lights and blowers, recent respray, body skirts, MoT'd and taxed Aug, retractable belts

£3,500 each ono + VAT

For sale due to fleet upgrade

Tel:

Jim on 01560 482640

BCB/449/2033/FC



1978 LEYLAND LEOPARD, 53 seater, Plaxton Supreme, MoT end of May '98, good condition inside & out, Bristol Dome, Grant doors, Telma, new engine fitted in September '97, tinted windows, fitted curtains, fitted seatbelts

£3,850

MAYPOLE COACHES
01704 895150

BCB/449/2794/FC

(D) DODGE S56, 4 cylinder automatic, 20 seats, Northern Counties. Out of test

(C) DODGE S56, 6 cylinder (5) Manual LWB, Mellor Welfare Ambulance, complete for spares or repair. No test

(X) BEDFORD CF, 2.3 litre petrol Dormobile Welfare Ambulance. No test, Spares or repair

Reasonable offers accepted
West Midlands

0121 440 3737

0973 803 230

BCB/449/2506/FC



1988 PP VOLVO B10M AUTOMATIC, DUPLÉ 340,

55 reclining seats with lap belts, long MoT, OSR continental door, bodywork refurbished by ourselves and in excellent condition, already to work, ideal for schools or commuter service, in daily use.

Choice of two

£44,950 + VAT Each

01698 372132

BCB/449/2720/FC

C REG AUG 85 PLAXTON 3200

on DAF 2300, seatbelts, MoT'd to Aug '98

TEL:

01283 214010

BCB/449/2036/FC



LDV 400

16 seater, low top, white, N Reg, 1995, diesel, 68,000 miles, 3 point seat belts, PCV, MoT July, 1 owner

£10,500 + VAT

Tel: 0191 4106222

BCB/449/2515/FC



OPTARE 25 SEAT CITYPACER

E reg, excellent condition, subject to any trial or test, the best you will find

£3,499 + VAT P/ex welcome

Tel: 01702 541511

(Essex)

BCB/449/2218/FC

SLACKS TRAVEL OF MAILLOCK

1991 VOLVO 53 SEATS PLAXTON 3500, Webasto, Telma, d/glazed etc.....£70,000 + VAT

1991 SCANIA 93 - 53 SEATS PLAXTON 3200 Drop driver, d/glazed, choice of two at.....£65,000 + VAT

1988 DENNIS 35 SEATS PLAXTON 3200 d/glazed etc.....£40,000 + VAT

1988 MERCEDES 609 - 21 SEATS DEVON CONVERSION

1988 MERCEDES 609 - 19 SEATS

REEVES BURGESS CONVERSION

£14,000 + VAT EACH - NO RUST

ALL EXCELLENT CONDITION, SEAT BELTS THROUGHOUT

TELEPHONE GRAHAM SLACK ON

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BCB/448/2205/FC

1987 DODGE 56 4 cyl PERKINS TURBO DIESEL, 21 hi-back seats, 12 months MoT£2,500 + VAT

85 MERCEDES 508, 19 hi-back seats with seatbelts, MoT until July '98.....£3,000 + VAT

1977 BEDFORD 29 SEATER, MoT until end July '98, reliable vehicle with new clutch.....£900 NO VAT

01792 579200

(SWANSEA-SOUTH-WALES)

BCB/449/2680/FC

1977 DUPLÉ DOMINANT 1 BEDFORD 500, 53 seaters .

£1,500

1977 BRISTOL LH PLAXTON, 41 seats, 12 mths MoT

£2,500

D REG LEYLAND SHERPA 16 SEATER, service spec, 12 mths MoT.....£1,000

CONTACT ELFYN THOMAS

01286 672333

BCB/449/2220/FC



1989 (PP) DAF SB 3000 ALGARVE S/H toilet, 49/53 recliners, d/g, recon engine, MoT 2/99, r/belts, very good cond

£45,000 ono

TEL DAY: 01708 630555

EVE 01708 228116

BCB/449/2219/FC



New Renault B110 2.9 Turbo D
16 seaters ACCESSIBLE

Choice of 2 spacious, dual role luxury, multiple wheelchair accessible buses. Front entry, drop step, skirts, lux trim & seating with M2 seatbelts. Underbody lift and much more. SAVE over £4000 at

£34,995 + VAT

Buy, Finance or Lease

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BCB/449/2223/FC

1987 LEYLAND TIGER PARAMOUNT 3200, 53 recliners, MoT Jan 99, (springs).....£31,000 ONO

V REG FORD SUPREME IV, 53 seats, Sept MoT, taxed, all white£1,950 ONO

W REG FORD DOMINANT, 53 seats, July MoT, taxed ..£1,950 ONO

1987 FREIGHT ROVER VAN HI-TOP, MoT Jan 99, resprayed, kitted out as workshop, good condition£975 ONO

HARRINGTON COACHES
01203 313434
Nr Coventry

BCB/449/2792/FC

1984 LEYLAND TIGER PARAMOUNT 3500, exec, rear sunken toilet and servery, 49 Vogel recliners, TV and wired for video, MoT 4/98, in need of stretch panel. Hence priceSpecial Offer £15,000

1984 BEDFORD PARAMOUNT 3200, 53 seats, with new trim, new MoT, very clean£12,500 ono

P REG BRISTOL VRT DOUBLE DECK, 74 seats, vgc.....£3,250 ono

Various Leyland National Mark I's
Many spares available

Tel: 01622 820304

BCB/449/2893/FC

• FORECOURT •

DOUBLE DECK LUXURY

88 DAF BERKOF SBR 3000,
75 recliners exec coach, toilet, TV
monitors, new ticket

86 PLAXTON NEOPLAN GARDNER,
71 recliners, auto, toilet

86 SCANIA PLAXTON 4000,
D/D 10 speed manual, 71 recliners,
wired TV, toilet, tested

All above open to
reasonable offers
p/x welcome

BLYTHSWOOD MOTORS
0141 221 3165
0141 639 6107 (EVES)

BCB/449/2009/FC

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Mercedes Benz EuroCab Hackney Spacious 7 seater Black Cabs

Choice of 4 superb new 2.3 D low floor, accessi-
ble taxi cabs. Various colours and specs includ-
ing black. Full Hackney specification. Options
include front and rear A/C. Remarkable from:

£20,995* or £99* per week* plus VAT

0121 502 2252

BCB/449/2222/FC

1988 VOLVO B10M PLAXTON, 3500, 49
seater, full executive, private plate, MoT
August 98.....**£57,000**

1979 VOLVO B58 PLAXTON, 57 seater,
power door, curtains, Bristol Dome, private
plate, MoT August 98, seatbelts fitted
.....**£8,500**

1981 VOLVO B58 PLAXTON, Bristol
Dome, power door, seatbelts, MoT August
98.....**£9,000**

1981 BEDFORD YMT, power door, seat-
belts, MoT, October 98.....**£3,250**

2 x 1980 LEYLAND LEOPARD PLAX-
TON, Bristol Dome, MoT August 98.....**£3,500 EACH**

3 x F REG MCW METRORIDER, 23
seater + pen, service buses, MoT
November 98.....**£3,750 EACH**

ALL ABOVE VEHICLES + VAT
TEL: DAY 01656 739928
NIGHT 01656 733209

BCB/449/2797/FC

EXECUTIVE

86 VOLVO B10 ALGARVE EXEC,
49 recliners, toilet, retrimmed, wired
for TV

85 SETRA EXEC, 49 recliners, toilet,
TV, Merc V8 manual

84 DAF JONCKHEERE, 49 + toilet,
rettrimmed, all tested ready to work

BLYTHSWOOD MOTORS

0141 221 3165
0141 639 6107 (EVES)

BCB/449/2011/FC

1980 VOLVO B58
SUPREME IV, 57 seats with
belts, automatic recon gearbox,
recon engine, repainted &
painted white, taxed & tested,
vgc.....**£10,500 + VAT ONO**

1986 B10M ALGARVE,
51/55 + toilet, seatbelts fitted,
rettrimmed seats, recon engine,
taxed & tested.....

£34,000 + VAT ONO

0161 287 2233

0973 213583

BCB/449/2045/FC

MERCEDES 811D

DEC 1994 M REG

Marshall 33 seat, full Diptac, bus
seat, ready to work.....**£31,950**

JUNE 1994 L REG

Wadham Stringer, 33 seat full Diptac,
bus seat, ready to work.....**£29,950**

**TRANSIT MK III
16 SEATER**

1988 F REG FORD TRANSIT
MK III 2.5 Di

16 seat, coach spec, power door, in
white, ready to work.....**£5,250**

All available with new ticket and
plus VAT

01249 44 88 44 (Office)

01249 783 042 (Evenings)

BCB/449/2041/FC

1986 BEDFORD 9.5M PARA-
MOUNT 3200 41 SEATER,
express doors, replacement
engine under warranty, vgc.....

£22,000

1984 VOLVO B10M PARA-
MOUNT 3500 49 SEATER, centre
toilet, requires attention....**£19,000**

1986 REBODY VOLVO B10M
ALGARVE 49 SEATER, centre
toilet, good condition.....**£29,000**

1986 SHERPA 350 CARLYLE 16
SEATER SERVICE BUS.....**£500**

TEL: 01407 710139

BCB/449/2042/FC

EXPRESS TRAVEL (Holdings) LTD

July 1993 VOLVO B10M PLAXTON PREMIERE

49, 51 or reduced configuration including tables, toilet, servery, overhead
lockers, ZF S685 manual gearbox ABS, 3 piece windscreen, destination.

CHOICE OF 3 2
OFFERS

August 1992 VOLVO B10M PLAXTON PREMIERE

49, 51 or reduced configuration including tables, toilet, servery, overhead
lockers, ZF fully automatic gearbox, integral retarder, ABS, 3 piece wind-
screen, digital destination

CHOICE OF 3 2
OFFERS

Contact Ian Hann on: 0151 2812811



BCB/449/2044/FC



P & N reg. V.W. Diesel 8 seater. Luxury Taxi Buses

Brand new luxury M2 conversions with front or
rear luggage, hi backed coach seats with diag-
onal seat belts and track for a single wheelchair.
Only 3 left now. Choice of colours and seating
layouts from:

£11,995 or £65 per wk.

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BCB/449/2221/FC

Neoplan Skyliner 1985

MERCEDES V10, Recent
recon gearbox, new clutch,
video, PA, toilet, drinks
machine, 77 recliners, to be
sold with new MoT

£39,000 + VAT

P/X considered.

Urgent sale required to
replace with Single Deck

Tel 0117 9314340

BCB/449/2798/FC



1991 TOYOTA OPTIMO II

21 seats, belted, wired for TV/Video, hot
drinks machine, radio cassette p.a. full
draw curtains, carpeted, excellent
condition throughout. Plain white livery,
12 months MoT

£23,000 ono

TEL: Richard or Peter on
0181 444 2434

BCB/449/2043/FC

FOR SALE

A RECOVERY VEHICLE
WITH A DIFFERENCE!



A very rare AEC 760 prototype, 6 gears
high and low ratio, 2/4 wheel drive front or
rear. Hydraulic rams, jib, spades, winch. A
very powerful towing machine that will not
let you down, as off-roader as well! MoT
exempt, Starts on the button
RING 01233 770114

BCB/449/2689/FC



1987 PLAXTON 3200 DAF DHTD,
6 speed splitter gearbox, 57 seats,
brown moquette, cream/red, exteri-
or, radio/PA, seatbelts, excellent
mechanical condition, MoT Dec '98
.....**£36,000 + VAT**

TEL: 01225 422267

BCB/449/2895/FC

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MoT'd, VGC, incl tyres, choice of 3

£6,000 each or £16,000 for all three

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BCB/449/2683/AEC

BEDFORD

BEDFORD 1984 YNT PLAXTON PARAMOUNT 3200, 53 seats, lap belts, power door, no signwriting, to be sold with full MoT, good condition, £12,500 + VAT ono. Tel: 01773 822395.

BCB/449/2695/BED

BEDFORD 35 seater, 1979 V REG DOMINANT IV, Plaxton seats with belts, new exhaust, new steering, Ram pump, recon engine, new test, very smart reliable motor, £4,500 ono. Sheffield 0114 2721433.

BCB/449/2516/BED

BEDFORD PLAXTON SUPREME, 53 seater, MoT August 1998, power door, clean coach, £15,000. 01277 354040 or 0850 450747.

BCB/449/2793/BED

1980 BEDFORD PLAXTON, 45 seater, new MoT, plain white, £4,400 ono + VAT. Tel: 01874 711846.

BCB/449/2202/BED

1986 BEDFORD YMP PARAMOUNT

35 seater, 9 metre, reclining seats and armrests, curtains, headrest covers, carpet to centre aisle, radio cassette and PA, lap belts, power door, tested 11.5.98, exceptional condition

£19,750 + VAT

SWANS OF CHADDER-TON 0161 633 3870

BCB/449/2994/BED

BEDFORD YNV ALGARVE 1986

Full MoT, new king pins, drag links, track rod ends, new trim in Aug 97, 51 seats, sunken rear toilet, continental door, drinks machine, white and unwritten, taxed till end of Aug 98

£18,500 ono

Tel: 01252 333013

BCB/449/2212/BED

BOVA

2 X 1989 BOVA FUTURA 1 X 51/55 reclining seats, 1 X 49 reclining seats, both with TV/video, toilets, drinks machine, seat belts, MoT till Sept '98. £60,000 EACH. Tel: 01525 240849.

BCB/449/2947/BO

1983 BOVA, 53 reclining seats, repainted, painted, taxed & tested, £11,000 + VAT. Sale due to retirement. Tel: 01455 273140.

BCB/449/2207/BV

BUSES FOR HIRE

25 SEAT SERVICE SPEC. MINIBUSES FOR HIRE from 25 pounds per day or 150 pounds per week. Phone: 0121 558 0087.

BCB/449/2890/BH

CAETANO

CAETANO 24 BELTED SEATS 1987 (E), 1 table, curtains, radio/pa, power scissor door, very straight & tidy, £10,500 + VAT. 01279 793800.

BCB/449/2002/CA

DAF

1984 DAF SB2300 PARAMOUNT, 53 SEATER, all good panels, MK IV front & rear, radio/p.a., retrimmed seats, MoT Feb '99, £24,750. 01342 313 888.

BCB/449/2014/DA

1986 DAF MB230 DUPLÉ 340, 53 seats, toilet, continental door, wired for TV & video, seat belts, very clean, MoT April '99, £28,000. 01924 464771.

BCB/449/2784/DA

X REG DAF MB200 SUPREME V, 53 belted recliners, taxed end July, sold with new MoT. Contact Gary Johnson on 01945 772477.

BCB/449/2781/DA

1984 DAF BOVA CALYPSO PP, 49 re-trimmed seats, test March '99, rear off side toilet, drinks machine, wired TV and video, recon engine, new clutch and air pack, £17,000 + VAT. Tel: 01226 288581.

BCB/449/2715/DA

PETER CAROL

Have the following for sale

1987 DAF FB 2300/ DUPLÉ 340

57 re-trimmed seats, air conditioning, double glazed, recent gearbox and clutch, low mileage engine, full MoT, this vehicle has been owned by us from new and has been maintained regardless of cost

£37,500 + VAT

TEL: 01275 839839

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1986 PARAMOUNT 320 LOW DRIVER

12 months MoT, 3 point seat belts fitted, intercooled engine, radio/PA, very good condition

£25,750 + VAT

Tel: 0161 223 3103 Daytime
0161 371 9633 Eves

BCB/449/2786/DA

DAF SB3000 VAN HOOL, air conditioned, 48 recliners + courier, curtains, Webasto, hot drinks, drivers bunk, ZF auto, 1995 M reg, MoT to Feb 99.....

£119,000 + VAT

DAF SB3000 VAN HOOL, air conditioned, 49 recliners + courier, curtains, wc, ZF auto, 1995 N reg.....

£124,000 + VAT

TEL: 01708 864911

Frank Harris or Ron Littlefield

BCB/449/2788/DA

DAF

1983 BOVA EUROPA

seats retrimmed last year, toilet, wired for video, in good condition throughout, tested Sept but will retest

£10,750 ONO

Tel: Anthony's Travel
01772 620002

BCB/449/2034/DAF

DENNIS

NEW AND RECENT DART 9.8M + 10.6M, SLF, available for rental now. Tel: 01625 860888 or 0836 782801.

BCB/449/5361/DE



1993 DENNIS JAVELIN

10 metre, 40 seat Wadham Stringer Vanguard II D.P.Coach. New C.I.F. ABS brakes, front disc brakes, air suspension, autolube, Eberspacher water/saloon heater, air conditioning, new painted - 2 pack white, has been tilt tested for up to 48 bus seats and 22 standees, very low mileage.

CHOICE OF 4

£37,500

TELEPHONE: 01925 766465

BCB/449/2287/DE

DOUBLE DECKER

BRISTOL VR, 75 seat, 1980 V, low mileage, £5,000 + VAT. Tel: 0378 372061.

BCB/449/2215/DD

1974 EXHIBITION DOUBLE DECKER,

refurbished, luxury seats, toilet, sink, cooker, Leyland engine in good order

Best offers

Tel: 01609 883113
or 0802 238425

BCB/449/2686/DD

Daimler Fleet Line

72 seats, 2 door, Iveco engine, fully Auto, white with red and blue lines, MoT 13 Nov 98, tax Jan 99, private sale, under sealed, well maintained

Ex London Transport, surplus to requirements

£3,500 NO VAT

Tel 01603 713991 Fax 01603 713650

BCB/449/2208/DD

DOUBLE DECKER

W REG DOUBLE DECKER LEYLAND ATLANTIAN, 77 seater, engine & gear box in excellent condition, 680 engine, requires MoT, East Lancs body, £1,900 ono. Tel: 0151 289 9574 or 0802 419 728.

BCB/449/2201/DD

FORD

FORD DUPLÉ DISABLED COACH with side lift, 24 seat and 3 wheelchairs with Inertia seat belts, power door, tinted windows, Eberspacher heating, very low mileage, immaculate throughout, 12 months MoT, POA. Tel: 01254 776622.

BCB/449/2896/MB

New TOURNEO + 16 Transit in stock + VW taxi bus, single & double door, 8 tested seats + driver, wheelchair accessible. Finance or lease, p/x welcome. Blythwood Motors 0141 221 3165 or 0141 639 6107 eves.

BCB/449/2004/FO

1982 Y FORD DOMINANT, 53 seat, tested November, recon engine, £2,350 + VAT. **1977 FORD DOMINANT**, 45 seats, very clean, no test, excellent mechanics, £700 + VAT. Contact John on (01772) 785300.

BCB/449/2775/FO

2 X FORD R1114 PLAXTON AND DUPLÉ S & T REG, long test and VGC, used daily, nice interiors, 1 belted, £2,500 each + VAT. 01772 774507.

BCB/449/2024/FO

1977 FORD 1114 PLAXTON SUPREME, tested till Sept '98, spares or repairs, £800 + VAT. Norfolk tel: 01263 860426.

BCB/449/2503/FO

IVECO

1992 J REG IVECO WRIGHT BODY, power door, Henderson underslung wheelchair lift, tinted windows, carry 6 chairs or 20 high back seats, under bonnet fire, £2,800 + VAT. Parts available. Tel: 01978 753598.

BCB/449/2790/IV

LEYLAND

1984 TIGER 245 PLAXTON PARAMOUNT 3500, 53 recliners, tinted windows, curtains, plug door, 6 speed manual, Telma, sold with new MoT, £18,950. Part exchange considered. Paritrans Bus & Coach 0181 692 9304 or 0956 970762.

BCB/449/2796/LE

SELECTION OF LEYLAND TIGERS AVAILABLE. 2 x DUPLÉ 320, C REG. 3 x ALEXANDER TE, Y REG. Good tests, excellent condition, 49/53 seats. From £10,000 + VAT. Tel: 01702 541511 (Essex).

BCB/449/2214/LE

1978 T LEYLAND LEOPARD DOMINANT, 49 seats, semi-auto, MoT Sept '98, Bristol Dome, £2,500 ono. 01254 238808.

BCB/449/2687/LE

1977 LEYLAND LEOPARD, 11 metre, 49 seats, Plaxton Supreme, Tiger front, very tidy, recon engine & gear box, PP, seat belts, 12 months MoT & tax, £2,995. Tel: 0121 355 6862.

BCB/449/2217/LE

LEYLAND

1981 LEYLAND LEOPARD, 53 seat service bus, Alexander Y type, alloy body, very clean, tested Sept '98. **£4,250 + VAT. TEL: 01698 870242 OR 01698 870289 (W/END AND EVENINGS).** BCB/449/2204/LE

LEYLAND LEOPARD 1979 DOMI II BODY, 12 metre, 53 seats, good condition, MoT to April '98, **£2,250. Phone Ivan Thomas 0181 397 4276/0410 15 7760.** BCB/449/2206/LE

LEYLAND LEOPARD 49 SEATER DUPLÉ DOMINANT II, good condition, taxed & MoT'd, seat belts, **£4,000 ono. 01942 884844.** BCB/449/2747/LE

G REG LEYLAND TIGER TL11 PLAXTON DERWENT, ex-mod, low miles, seat belts. **Choice of 3, £31,000 each. 0117 9542244.** BCB/449/2681/LE

1984 TIGER CARIBBEAN, 55 seater, MoT October, Volvo engine B58, semi automatic, **£15,500 + VAT. Tel: 01924 465194.** BCB/449/2767/LE

1984 LEYLAND ROYAL TIGER PLAXTON 3500, 49 seater exec, toilet, video, re-painted white, 1 years MoT, re-trimmed interior 2 years ago, **£24,000 + VAT. 0181 941 3370.** BCB/449/2845/LE

1982(PP) LEYLAND LEOPARD ECW COACH, 12 months MoT, 38 seats plus wheelchair lift.....**£4,250 ono**
X REG LEYLAND LEOPARD DUPLÉ DOMINANT 4 COACH, Double Glazed, 12 months MoT.....**£4,250 ono**
W REG LEYLAND ATLANTIAN, 74 seater, 12 months MoT.....**£3,500 ono**

ALL VEHICLES FTA INSPECTED AND IN DAILY USE

Sale due to fleet upgrade.

CONTACT: DARREN or JOHN
Tel: 01524 720033
BCB/449/2713/LE

Leyland Daf

J Reg, 16 seater with lap belts, Test April 98, very good condition, 81,000 miles, sale due to loss of contract

£6,000 + VAT ono
Contact Aled.
01758 720904
BCB/449/2760/LE

1981 LEYLAND TIGER VIEWMASTER

50 recliners, seatbelted, tested June 98

£10,500 + VAT

TEL: 01244 531187
BCB/449/2688/LE

1986 (PP) TIGER DUPLÉ 340 AUTO, tested, 49 reclining belted seats plus crew seat, rear sunken toilet and servery, excellent condition must be seen.....**£25,000 + VAT ONO**

1985 TIGER DUPLÉ LASER II, S/A tested, 49 belted seats, rear toilet, excellent condition.....**£15,000 + VAT ONO**

01792 850320 (Day)

01792 386354 (Eves)
BCB/449/2022/LE

1985 LEYLAND TIGER

Plaxton Paramount 3200 53 recliners plus courier seat. Fitted with seatbelts, reconditioned engine still under warranty. Will sell with new MoT **£22,000**

NATIONAL HOLIDAYS - EAST YORKSHIRE
Tel 01482 575575
BCB/449/2512/LE

LEYLAND EXPRESS

1981 PLAXTON SUPREME IV

53 seats, MoT, seat belts, choice of 3, **£5,500 + VAT each**

Cyril Evans Coaches
Tel: 01222 830376
BCB/449/2020/LEX

MAN

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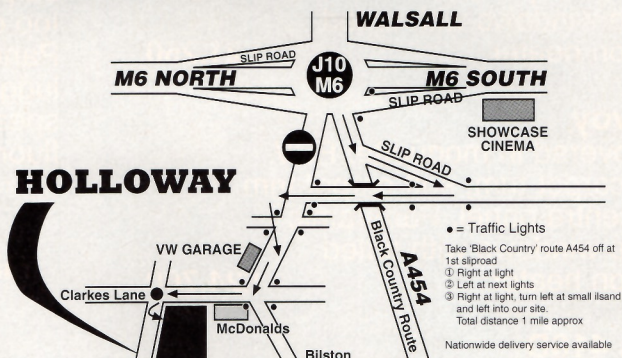
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RENAULT TRAFIC, 14 seater, 2.5 diesel, L reg, PCV test Sept, hi top, 11 months tax, 52,000 miles, immaculate, £7,450 + VAT or p/ex for 15 seater. Tel: 01473 738838.

BCB/449/2894/MB

WANTED TRANSIT 190 2.5Di DOR-MOBILE BODY, 20 Hi back seats, 3 point belts, power door, private buyer. 01382 458003.

BCB/449/2699/MB

CRYSTALS CONVERSIONS TAIL LIFT COACHES

P LDV 400, turbo diesel, white exterior, 16 high back seats covered in Graffiti mod., 3 point seat belts, drop step, side skirts, luggage racks, wheel trims, power steering, tinted windows, COIF.....£19,950
L MERCEDES 609D, diesel, 24 seats with boot, white exterior, red interior, 3 point inertia seat belts, tachograph, Crystals Conversion, 1st reg 09.93, annual 08.97.....£25,950
L MERCEDES 410, diesel, 16 passenger seats plus driver, saloon heater, 3 point seat belts, off side emergency door, white exterior, COIF.....£15,950
G MERCEDES 609D, 26 seater, low spec, annual 02.99.....£9,950

Mick Morgan, Tel: 01322 228538.
Fax: 01322 288344.
David McKinless, Ray Lingard
Tel: 01302 328888. Fax: 01302 327645

BCB/449/5872/MB

LEYLAND DAF 400, J reg, diesel, 16 high back seats with belts, PCV, MoT July '98, low mileage, £6,250 + VAT. Tel: 01548 830211 (Day) or 01752 788491 (Eve) (Devon).

BCB/449/2203/MB

1985 C REG FREIGHT ROVER SHERPA, 14 hi-back seats with fitted seat belts, 9 months MoT, 10 months tax, £900 + VAT. Tel: 01942 511632.

BCB/449/2023/MB

DODGE S56 ALEXANDER, 25 seat bus, 1987 D, Phaser engine, new auto gear box, MoT Jan '99, £2,500 + VAT. Tel: 0378 372061.

BCB/449/2216/MB

608D 1986 (PP),

19 retrimmed high back seats, new head lining and floor covering, new side skirts, repainted white, new MoT. As new Michelin tyres unused since refurbishment & some spare parts

£5,400 ono

**TEL: 01656 749170
MOBILE 0777 1595397**

BCB/449/2749/MB

1992 K FORD TRANSIT,

factory conversion, 14 seats, turbo diesel, power steering, seatbelts, maintained by local Ford dealer, mint condition, no expense spared

£9,500 ONO + VAT

**SLEAFORDIAN COACHES
01529 303333
(LINCS)**

BCB/449/2871/MB

Talbot Triaxle 1989 22 seats

7 standees, power door, destination gear, good condition

£3,750 ono

**Chambers
01787 227233**

BCB/449/2685/MB

NEOPLAN

1994 NEOPLAN SKYLINER

70 reclining seats + courier, air conditioned, wc, hot drinks, fridge, video system, Webasto, drivers bunk, large luggage locker, tow bar, MAN 2855 LXOH engine, 8 speed ZF gearbox, owned and operated, since new

**£170,000 + VAT
P/ex considered**

**TEL: 01708 864911
Frank Harris or Ron Littlefield**

BCB/449/2787/NE

FREIGHT ROVER 1989

16 Hi-back seats with belts, PCV, MoT Sept '98, white, unlettered

£3,995 No VAT

**Tel: (Day) 01443 486006
(Eves) 01443 206802**

BCB/449/2698/MB

PLAXTON

1984 B10M PLAXTON 3500,

51 reclining seats, seatbelts, rear toilet, wired for TV and video, D/G, curtains, drivers bunk, new MoT, private plate, choice of 2 coaches or part exchange for B10M Van Hool rear toilet

TEL: 01241 873464 / 876016

(SCOTLAND) BCB/449/2514/PL

SCANIA

NEW COACHES

SCANIA K113 TRB IRIZAR CENTURY 3.7 (3 AXLE). 51 recliners + Air con + Fridge + TV/Video etc

SCANIA L94 IRIZAR INTERCENTURY, 55 reclining seats + air con

SCANIA K113 CRB VAN HOOL ALIZEE. 49 recliners + toilet with air con

NEW BUSES

SCANIA L113 CRL WRIGHTS ACCESS SERVICE BUS.

47 seats + standees

SCANIA N113 DRB DOUBLE DECK SERVICE BUS.

78 seats + standees



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BCB/449/2639/SB

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CAETANO ALGARVE C REG, side locker doors required. 0131 4404400 or 0131 6660857 (Home).

BCB/449/2777/WA

SUPER LOW FLOOR DARTS, choice of spec & lengths, wheelchair ramps used, Atlanteans & Bristol VOR D/D, always available with test & tyres from £3,000. MCW PERKINS & ALLISON AUTO, 23 + 6 from £2,500 tested. P/x welcome, lease or buy. Blythswood Motors 0141 221 3165 or 0141 639 6107 eves.

BCB/449/2005/SB

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1989 DAF VAN HOOL ALIZEE SB2300

Magnificent condition, full executive spec, everything working, owned and maintained from new

£55,000 + VAT

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Tagg Executive Coaches**

BCB/449/2209/VH

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MERCEDES MINICOACH

UP TO 1987

Must be in good condition
Cash waiting for right vehicle

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01704 895150**

BCB/449/2778/WA

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1991 Toyota Optimo II GL, reclining seats, plus courier, large boot, radio/PA, full carpet, one prestigious owner from new, MoT 1998 **SPECIAL OFFER**

NEW TOYOTA OPTIMO IV, 21 SEATER - IMMEDIATE DELIVERY

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Tel: (0116)259 2131 Fax: (0116) 259 2313

TOYOTA PARTS AND SERVICE Contact Bryn Taylor

BCB/449/2018/TO

NOVEMBER 1994 TOYOTA OPTIMO MK3, 21 seats, 137,000 kms, tested October 1998, excellent condition inside and out, retractable lap belts, mainly used on tours, new clutch, white exterior, grey interior, radio/cassette/pa, £42,000 + VAT ono. Tel: 01555 880551.

BCB/449/2779/TO

TOYOTA OPTIMO, 18 seat, first registered May 1990, white, no writing, large boot, coffee machine, TV, engine overhaul last year, MoT, in very good condition. £13,000 + VAT no offers. Tel: 01803 297791.

BCB/449/2751/TO

VOLVO

1989 B10M GLE DEAUVILLE, 48 seats, every conceivable extra including air conditioning, very low mileage & used on quality work only, £63,500 + VAT. Tel: Roger Mott 01296 613831 Bucks. BCB/449/2789/VO

1994 VOLVO B10M MK IV VAN HOOL ALIZEE, 53/49 reclining seats with seat belts, centre sunken demountable, toilet, stereo/radio/pa, continental door, double glazed with blinds, courier seat. Choice of 3, £117,500 plus VAT. Telephone Allander Travel 0141 956 3636/5678.

BCB/449/2605/VO

15 BERTH ROCK 'n' ROLL SLEEPER

VOLVO B10MT, VAN HOOL ASTRAL

15 berth, 3 lounges, frontline tour bus, 1989 'G', 12 months MoT, easy shift box

£79,500 + VAT

Tel: Wharfedale Team
0113 2507385

BCB/449/2862/VO

1993 PLAXTON PREMIER 350 VOLVO B10M, 49 reclining seats, TV, video, drinks machine, fridge, toilet, Telma, choice of two, 12 months test.... £89,950 + VAT EACH

1989 PLAXTON 3500 VOLVO B10M, 51 reclining seats, TV, video, drinks machine, fridge, toilet, 12 months MoT..... £56,500 + VAT

TEL: 0113 2390034

BCB/449/2782/VO

1979 VOLVO B58

NEW GEARBOX FITTED,
57 SEATER, MoT OCT/98,
TAXED 6 MONTHS

£7,000 ONO

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(ANYTIME)

BCB/449/2765/VO

1986 VOLVO B10M PLAXTON PARAMOUNT 3500

Low driver, 49 seats, full Executive with centre toilet. Seatbelts fitted. Fully automatic gearbox. Tested until August 1998. Private number plate

£33,000

NATIONAL HOLIDAYS -
MANCHESTER
Tel 0161 406 8822

BCB/449/2513/VO

1979 FORD PLAXTON, 53 seater, MoT'd. 1987 CAETANO, 25 seats, MoT'd. 1982 MERCEDES 608, 19 seats, MoT'd. No good offer refused, no timewasters. Tel: 01261 832912.

BCB/449/2692/UN

1983 FORD PARAMOUNT 33 RECLINERS, power door, MoT till June, £12,500 + VAT. BOVA FUTURA 1985 49 SEATER, toilet, double glazed, long MoT, £28,500. 1988 MERCEDES 609, 19 full size seats, double glazed, belts, large boot, MoT Nov '98, £12,000 + VAT. 1992 RENAULT TRAFIC, 8/9 seater, MoT til Jan '99, £3,500 + VAT. 01179 644132.

BCB/449/2013/UN

1989 MERCEDES CARISMA, full exec, 49 seats & belts£33,000
1988 FREIGHT ROVER, 20 seater £2,750
1986 FREIGHT ROVER, 18 seats & belts£2,500
1982 MERCEDES 508D, 21 seats & belts£2,500
1978 AEC RELIANCE, 53 seats & belts£3,500
1978 LEYLAND LEOPARD 680 VIEW-MASTER, 53 + courier + belts£7,500
1978 LEYLAND LEOPARD PLAXTON, 53 seats & belts£5,000
1976 LEYLAND LEOPARD DUPEL, 53 seats & belts£3,500

TEL: 01279 428889
MOBILE: 0802 462074

BCB/449/2026/UN

ELLEN SMITH (TOURS) LIMITED

1989 VOLVO B10M VAN HOOL ALIZEE

51/55 seats, demountable toilet, servery/fridge/boiler, video, 2 monitors, choice of 2

1982 LEYLAND TIGER PLAXTON SUPREME

53 seats, semi-automatic, choice of 2

*Please contact Mr. E. Oldham
Ellen Smith (Tours) Limited 01706 212337*

BCB/449/2213/UN

W NORTH (PV) LTD

PHONE: 01977 682415
FAX: 01977 681119

Leyland Nationals 10m
long test

All spares to fit
Bristol VRT, LH, Leyland
Leopard, National, Iveco
and Sherpa

BCB/449/1122/UN

FORD PLAXTON COACH

53 seater, 360 Turbo,
9 months MoT, taxed
£2,300 ono

FREIGHT ROVER SHERPA 350

D reg, 16 seater, high back seats,
MoT till June, tax till August
£1,600 ono

Tel Coventry
01203 461896

BCB/449/2696/UN

VOLVO

1975 VOLVO B58 PLAXTON, 55 seats, MoT March '98, spares or repair, will drive, good engine, £2,000. 01938 810452. BCB/449/2872/VO

'78 VOLVO B58 JONCKHEERE BERMUDA, 49 seats & toilet, recent paint, looks good, good low cost work horse, 1 years test, £5,000 + VAT. Call Ray on 01709 586343.

BCB/449/2019/VO

1989 VOLVO PLAXTON 3500 MARK III, 51 recliners and crew, rear toilet and continental door, double glazed, Telma, seat belts, XWA, resprayed white, recent MoT, £56,500 + VAT. 0181 8430960.

BCB/449/2993/VO

VOLVO

1984 P.P. B10M JONCKHEERE P599 JUBILEE

49 recliners, rear sunken toilet, hot water boiler, TV/video, fridge, double glazed, seat belts, mint condition

£32,000 + VAT

Tel: 0161 223 3103 Day
0161 371 9633 Eves

BCB/449/2783/VO

Esd 1983

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FAX: (01698) 860778

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1973-1976 VOLVO B58's

53 seats, seat belts, power door, MoT December 1998, owned and maintained by ourselves for seven years, ideal contract vehicle, choice of 2 from

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VOLVO BERKHOF EXCELLENCE 1992

46/50 reclining seats, Video monitor, stereo/PA system, WC, fridge, microwave, Webasto, Telma, tinted/double glazed, curtains

£84,500

Choice of 2 with new MoT

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Watford
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BCB/449/2664/FC



NEW BOVA FUTURA FHD IMMEDIATE DELIVERY

49 rec. seats, centre sunken toilet, double glazed side windows, water boiler, fridge



1994 BOVA FUTURA FHD

51/55 rec. seats, centre sunken demountable toilet, cont. door, d/glazed side windows, driver's bunk, Int. grey, Ext. white/green/blue. MoT Feb '98



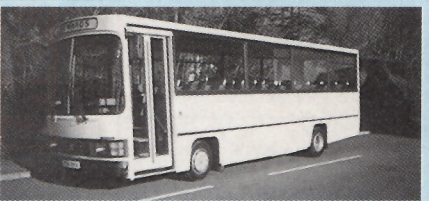
1988 VOLVO B10M PLAXTON 4000

65 retrimmed rec. seats, toilet, water boiler, wired for video/monitor, Telma retarder, Int. autumn tint, Ext. white, MoT March '98



1990 VOLVO B9M PARAMOUNT 3200

40 rec seats, courier seat, POD, d/g and blinds to side windows, Int orange/red, Ext white, MoT Oct '98



1988 LEYLAND SWIFT WADHAM STRINGER SERVICE BUS

38 seats, POD, Int grey/red/orange. Ext white, MoT Aug '98



IN THE SOUTH LTD

BOVA VANHOOL VOLVO

1994 (M) BOVA FUTURA FHD - 49 rec. seats, centre sunken toilet, cont. door, water boiler, drivers bunk, Int. grey/green, Ext. white, MoT July '98

1992 DENNIS JAVELIN BERKHOF EXCEL 1000 - 53 rec. seats, courier seat, POD, Int. grey, Ext. white, MoT June '98

1992 LEYLAND DAF 400 DORMOBILE - 21 moquette seats, seat belts, POD, Int. grey/red, Ext. white, MoT Nov '98

1991 VOLVO B10M VAN HOOL ALIZEE - 53 rec. seats, with belts, d/g side windows, Telma retarder. Int. autumn tint, Ext. white. MoT Nov. 98

1990 VOLVO B10M VAN HOOL ALIZEE - 49/53 rec. seats, centre sunken demount. toilet, cont. door, water boiler, wired for video/monitor, Int. autumn tint, Ext. white, MoT Nov '98

1990 VOLVO B10M PLAXTON 3500, 49 rec seats, centre sunken toilet, cont door, aircraft type lockers. Int brown. Ext white, MoT May '98

1989 VOLVO B10M PLAXTON 3200 - 53 rec. seats, courier seat, POD, Int. brown/red, Ext. white, MoT Aug '98

1987 VOLVO B10M PLAXTON PARAMOUNT 3200, 49 rec seats, seat belts, POD, rear floor mounted toilet, destination dome. Int brown multi. Ext white, MoT May 1998

1984 BOVA CALYPSO - 53 rec seats with arm rests, courier seat, carpet, curtains. Int fawn/brown/orange. Ext white. MoT July 1998

1984 LEYLAND ROYAL TIGER PLAXTON PARAMOUNT 3500 - 49 rec seats, courier seat, centre sunken toilet, continental door. Int red/brown. Ext white, MoT Oct 1998



1988 DAF LAG PANORAMIC

49 reclining seats, centre sunken toilet, drinks machine, fridge, TV, carpet, d/g, no rear window. Int lilac/purple. Ext white, MoT Dec 1998



1995 MAN 10.180 BERKHOF 1000

33 rec. seats, toilet, water boiler, video/monitor, cont. door, air con, Telma retarder, Int. grey/green, Ext. white/blue, MoT Feb '99



1983 VOLVO B10M JONCKHEERE P90

58 rec seats, toilet, water Boiler. Int brown. Ext white, MoT July '98



1987 BEDFORD YNV DUPLÉ 320

53 rec seats, POD, suspension lift. Int brown. Ext white/red/pink, MoT April 1998

STOCKISTS OF VAN HOOL AND BOVA PARTS

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MCW METROBUSES, fitted Gardner 6LXB engines, Voith 3 speed automatic gearboxes, air suspension, 70-77 seats, one door front entrance and centre exit, or single door with or without current tickets. Year first registered 1979-1983 (T-Y reg).

LEYLAND TITANS, with Gardner 6LXB engines, Leyland automatic gearboxes, 68-71 seats, front entrance – centre exit, with or without current tickets, year first registered 1983-1984 (Y-A reg).

MCW METROBUSES, fitted Gardner 6LXCT engines, Voith 4 speed gearboxes, 66 luxury Lazzzerini coach seats, front entrance, with or without current tickets, Year first Registered 1984-1985 (A-B reg).

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Fax 01708 864340

BCB/449/2647/UN

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Fax: (0116) 2387128



- 1994 EOS 90 Integral MAN**,
Telma, 51 reclining seats, courier seat, continental door, toilet, servery.
Immaculate condition
- 1992 KASSBOHRER SETRA 215 HD**,
49 reclining seats and courier seat, centre sunken toilet, continental door, this
vehicle is in exceptional condition
- 1990 VOLVO B10M IKARUS**
Blue Danube, 53 reclining seats, complete with seat belts
- 1989 VOLVO B10M VAN HOOL ALIZEE H**
53 reclining seats, courier seat, exterior plain white, MoT June 1998
- 1989 LEYLAND TIGER 245 DUPLÉ 320**
57 seats, new MoT
- 1988 DAF SB VAN HOOL ALIZEE**
51 reclining seats, courier seat, centre sunken toilet, continental door, new MoT
- 1988 NEOPLAN SKYLINER MERCEDES V10 ENGINE**
75 reclining seats, courier seat, toilet, and all the usual Neoplan refinements
- 1988 LAG PANORAMIC**
49 reclining seats, courier seat, double glazing, video and monitor, new MoT, this
vehicle is exceptionally clean
- 1987 VOLVO B10M DUPLÉ 340**
49 reclining seats, courier seat, toilet, continental door, long MoT
- 1987 (Nov) DAF DHTD PLAXTON PARAMOUNT 3200**
57 seats, long MoT
- 1986 SCANIA K112 JONCKHEERE JUBILEE**
49 reclining seats, centre sunken toilet, continental door, double glazing, long
MoT
- 1986 VOLVO B10M ALGARVE**
49 seater, centre sunken toilet, double glazing, continental door. Long MoT

COACHES BETWEEN £20,000 AND £30,000

- 1985 DAF MB 230 DUPLÉ CARIBBEAN**
49 reclining seats, toilet. Very clean and tidy. New MoT
- 1985 MAN SR280 HD INTEGRAL**
49 reclining seats, courier seat, continental door, toilet, wired for video. New
MoT.
- 1985 LEYLAND TIGER 245 PLAXTON PARAMOUNT**
48 retrimmed reclining seats, rear sunken toilet, continental door, double glaz-
ing, long MoT
- 1985 LEYLAND DOYEN**
Rear engine integral, 53 reclining seats, all with seat belts, double glazing,
Telma retarder, clean and tidy, MoT December 98
- 1984 VOLVO B10M LAG GALAXY**
49 reclining seats, seat belts, courier seat and rear sunken toilet. New MoT.

- 1981 VOLVO B58 AIR/LEAF PLAXTON VIEWMASTER**
40 reclining seats with tables, toilet and servery. A true executive coach
- 1982 BEDFORD YNT CASTRASUA**
53 seater. Long MoT
- 1982 LEYLAND LEOPARD ECW**
Dual purpose, 49 bus seats
- 1982 MERCEDES 0303 JONCKHEERE BERMUDA**
49 Reclining seats, courier seat, centre sunken toilet, continental door, special deal
on this coach
- 1979 VOLVO B58 DUPLÉ DOMINANT**
53 seater. Long MoT

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Southern England - David Stevenson - 0802 283954
North East England, Notts & Lincolnshire - Simon Cowley - 0802 251778
Parts & After Sales - Paul Staples - 0116 2393118

BCB/449/1411/UN

AW Group IVECOBUS AW Group

AD COACH SALES

- 1995 IVECO ECO III, 33 seater coach
- 1994 TOYOTA OPTIMO III, 21 str, 60,000 miles, one owner, sold with engine warranty
- 1990 VOLVO B9M PLAXTON 3200, 35/43 seats, choice of 4
- 1989 MERCEDES 709, 29 seater bus
- 1988 DENNIS JAVELIN DUPL 320, 57 seater
- 1987 VOLVO B10M PLAXTON 3200, 53 recliners, Shearings spec
- 1987 BEDFORD PJK 29 STR TURBO, seatbelts etc
- 1987 LEYLAND DAF, 20 str, service spec
- 1987 BEDFORD YNV DUPL 320, 55 seats
- 1984 BEDFORD YNT DUPL LASER, 53 seats
- 1983 VOLVO B10M DUPL LASER, 51 seats
- LEYLAND NATIONALS MK I'S ALL WITH RECON ENGINES, 10 + 12 METRES - OFFERS INVITED

NEW OPTIMOS AVAILABLE FROM STOCK

WANTED - YOUR SURPLUS VEHICLES - FOR CASH
PLEASE RING FOR LIST - FINANCE ARRANGED - P/X WELCOME, WE CAN
ALSO CARRY OUT SERVICING AND REPAIRS

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All vehicles fitted with air conditioning, retarder, ABS, ASR, central locking, Webasto and timer, Radio/PA. Seating varies from 48 to 53. Toilets and kitchens fitted to all 48 seat vehicles, unless specified. Our specialist factory body works can create a vehicle to suit your special needs; why not ask.

USED VEHICLES

- ◆ 1988 LAG/Panoramic - 49 recliners, courier seat, toilet, fridge, TV/Video, Radio/PA
- ◆ 1989 DAF 2305/Duple 340 - 53 recliners, centre toilet, water boiler, centre door, Radio/PA

◆ 1990 DAF 2300 DHS/Castano Algarve - 49 recliners, toilet, water boiler, TV/Video, Radio/PA, crew seat, centre door. (Choice of two)

◆ 1992 MAN/Jondheere - 51 recliners, toilet, kitchen, Telma, TV/Video, Radio/PA, crew seat, foot rests

◆ 1994 Scania K 113/Irizar Century - automatic gear box, Telma, 49 recliners, crew seat, air conditioning, TV/Video, Radio/PA, rear toilet, drinks machine, Webasto and timer

◆ 1997 Setra S 250 - 53 recliners, Voith retarder, ABS, ASR, seat belts, Webasto and timer, air conditioning, central locking, lift and lower, crew seat, fridge, carpets, curtains, headrest covers. Very low mileage - plain white. Special offer - Ex demonstrator

All vehicles advertised in good condition to above average condition - many similar vehicles held in stock

SERVICE

Ultra modern, well equipped workshop. Fully trained professional staff. No one can provide Setra back-up to the same high standards.

PARTS

Large comprehensive stock over 8500 line items. The largest stock of Setra parts (mechanical, electrical, body) in the UK. Availability and price very competitive.

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Justin Shuttleworth (Sales Representative)
Mobile 0468 594484

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Quality Part exchange welcome on all vehicles new and pre-owned

NEW MERCEDES 0.1120L OPTARE SOLERA, 35 SEATS PLUS CREWAPRIL Delivery

Also a choice of Mercedes Autobus product from 16 to 29 seatsImmediate

NEW FORD Transit 2.5Di, 17-seat factory PCV MinibusImmediate

QUALITY PREPARED PRE-OWNED VEHICLES

1995 (M) MERCEDES AUTOBUS Classique II, 33 coach seats, power door

1994 (L) FORD TRANSIT Diesel, Factory conversion 14 passenger seats

1992 (J) DENNIS PLAXTON 3200, 11 mtr, 53R seats, in Blackpool White

1991 (H) MERCEDES 709D BEAVER, 25 DP seats, power door, tinted glass, large boot

1990 (G) SCANIA K93 VAN HOOL ALIZEE, 55R seats plus courier, in Blackpool White

1989 (F) LEYLAND TIGER DUPL 320, Telma, d/glazed, 55R seats, belts fitted + Crew

1985 (PP) DAF SB PLAXTON 3500, 57 seats

1983 (Y) MCW, Integral coach, Cummins 290 engine, manual g/box, 53 seats

5 mins junction 11 M5 (Cheltenham, Glos.)

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NORTH EASTERN BUS SALES (Co Durham) FOR SALE

LEYLAND TIGERS

1988 DUPL 340, manual gearbox, 260 engine, 48 or 51 seats + toilet, servery, etc, various tests, choice

1985 DUPL LAZER II, 12m, 53 recliners with belts, power door, manual gearbox, test March

1983 PLAXTON SUPREME V EXPRESS, 11m, 53 seats, repanel and painted white, test September

1982 DUPL DOMINANT EXPRESS, 53 seats, repanel and painted white, test Dec

1983 PLAXTON PARAMOUNT 3200, 12m, 53 seats + toilet, test Aug

1982, 11M CHASSIS, rebodied in '87 with Duple 320

Express, 53 seats, test March

1982-85 DUPL DOMINANT, service buses, 55 seats, choice

LEYLAND NATIONALS

MK II, 1983, 49 seats, Gardner Turbo engine with 3 year

glce, B Series spec, test Jan '99

MK I, 1978, 10.3m, centre door, wheelchair lift, tracking for

5 wheelchairs, 21 seats, test Oct

LEYLAND GREENAWAY

PRIVATE PLATE, Gardner turbo engine, 23 coach seats

with 3 point belts, chairlift, tracking for 5 wheelchairs,

Purmo heating, soft trim, test Nov

LEYLAND ATLANTEANS

AN68 1978/80 ECW, 74 seats or Roe, 73 seats, choice,

some tested Jan '99

LEYLAND LEOPARD

1983 DUPL DOMINANT IV, coach power door, 57 seats,

test May

BRISTOL

LHS 1977, 7ft 6in wide ECW, 39/45 bus seats, semi-auto

gearbox, power steering, choice, various tests

DAF

MB 230, 1987/9 Duple 320 Express, ZF auto gearbox with

retarder, disc front brakes, choice of 12m, 57 seats or 11m

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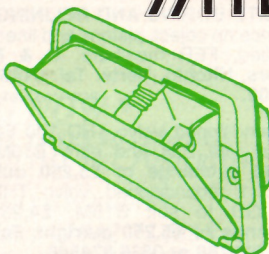
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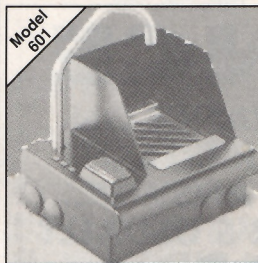
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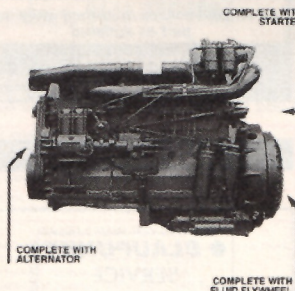
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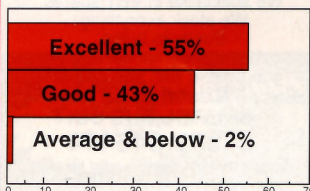
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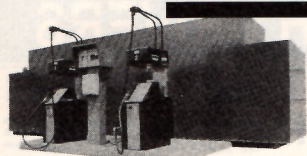
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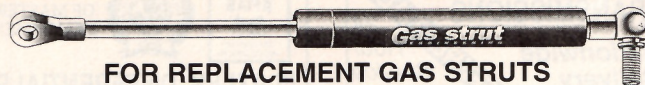
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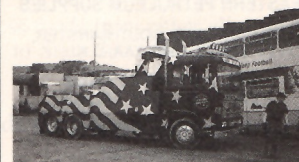
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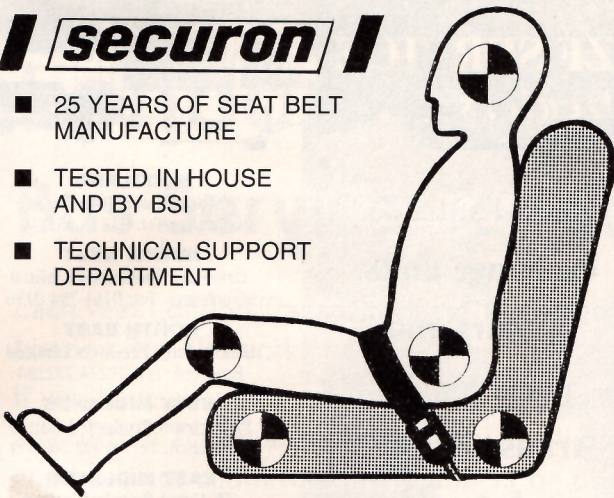
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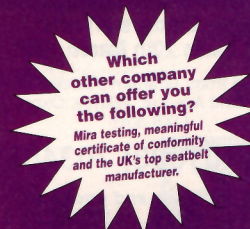
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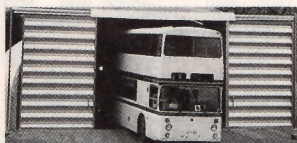
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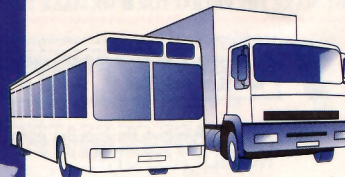
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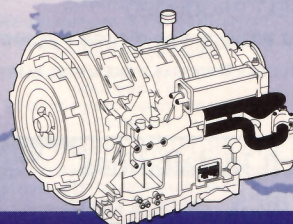
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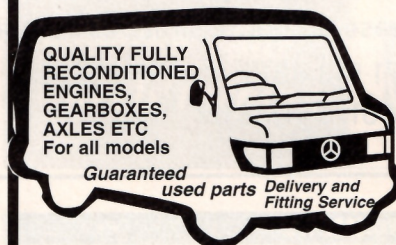


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